



THE CARLSBAD CITY COUNCIL WELCOMES YOUR PARTICIPATION

NOVEMBER 8, 2011 AGENDA

CITY COUNCIL AND HOUSING AND REDEVELOPMENT COMMISSION

TO SPEAK TO COUNCIL AT TONIGHT'S MEETING:

1. For Public Hearings it is not necessary to fill out a "Speaker Card". For all other items, fill out a "Speaker Card".
 - a. For items listed on the agenda (including Consent Calendar), there is a five (5) minute time limit on individual speakers.
 - b. For items not listed on the agenda (Public Comment), there is a three (3) minute time limit on individual speakers.
2. Before the item is heard, place the card in the clear tray marked Speaker Slips. It is located on the wall adjacent to the Deputy City Clerk.
3. When called by the Mayor, come forward and begin by stating your name and address.

OTHER INFORMATION:

- Citizens may have an item listed on a future agenda by submitting a letter to the City Manager. Unless the Mayor, with the consent of the Council, otherwise directs, such presentations shall be limited to ten (10) minutes.
- It is Council's policy to adjourn meetings no later than 10:00 P.M.
- Persons with a disability may request an agenda packet in appropriate alternative formats as required by the Americans with Disabilities Act of 1990 by contacting the City Manager's office at (760) 434-2821. All persons requiring reasonable accommodations or auxiliary aids in order to effectively participate in the meeting may contact the City Manager's office by noon on the Monday preceding the meeting to make such arrangements.
- **PLEASE NOTE:** *Written agenda related items provided to the City's legislative leaders after distribution of the packet will be available for inspection during normal business hours at the office of the City Clerk's office, 1200 Carlsbad Village Drive, Carlsbad, CA 92008. All Agenda related items will also be available at each meeting of the City's legislative leaders – please see the Deputy City Clerk during public meetings.*
- **VISUAL MATERIALS FOR CITY COUNCIL:** *Visual materials should be submitted to the City Clerk's Office no later than noon on the day of a Regular Council Meeting. These materials will be placed on a computer in Council Chambers for public use. Please label all materials with the agenda item number you are representing. Please refer to the time limit maximum for items submitted for viewing. All presentations/digital materials are considered part of the maximum time limit provided to speakers. All materials exhibited to the Council during the meeting (slides, maps, etc.) are part of the public record and must be kept by the Clerk for 60 days after final Council action on the matter. Your materials will be returned upon written request. **Video clips cannot be accommodated.***
- **MEETING DECORUM:** Carlsbad Municipal Code sections 1.20.320 and 1.20.330 require members of the public to observe order and decorum at this meeting and to conduct themselves in a courteous manner. California Penal Code section 403 makes it a misdemeanor for any person to willfully disturb or break up any assembly or meeting with lawful authority.

CALL TO ORDER: 6:00 P.M.

ROLL CALL:

PLEDGE OF ALLEGIANCE:

APPROVAL OF MINUTES:

Minutes of the Special Meeting held October 11, 2011.

Minutes of the Regular Meeting held October 11, 2011.

Minutes of the Special Meeting held October 18, 2011.

Minutes of the Special Meeting held October 25, 2011.

Minutes of the Regular Meeting held October 25, 2011.

Minutes of the Joint Special Meeting held October 25, 2011.

PRESENTATIONS:

Presentation of proclamation in recognition of National Hospice Month.

Presentation of proclamation in recognition of Native American Indian Heritage Month.

PUBLIC REPORT OF ANY ACTION TAKEN IN CLOSED SESSION:

CONSENT CALENDAR: *The items listed under Consent Calendar are considered routine and will be enacted by one motion as listed. There will be no separate discussion on these items prior to the vote, unless an item is removed.*

WAIVER OF ORDINANCE TEXT READING:

This is a motion to waive the reading of the text of all ordinances and resolutions at this meeting.

1. AB #20,731 – ACCEPTANCE OF DONATION.

Accepting in-kind donations of products and services in support of the Snores & S'mores Campout Special event held August 13, 2011.

Resolution No. 2011-261.

ACTION:

2. AB #20,732 – AUTHORIZE GRANT APPLICATION.

Authorizing the City Manager or her designee to apply for grant funding from the Federal State Homeland Security Grant Program for emergency preparedness.

Resolution No. 2011-262.

ACTION:

3. AB #20,733 – AMENDMENT TO SANDAG GRANT FUNDING AGREEMENT.

Authorizing the Mayor to execute Amendment No. 2 to the SANDAG Grant Funding Agreement for the installation of audible and countdown pedestrian signals, Project No. 6321-1.

Resolution No. 2011-263.

ACTION:

4. AB #20,734 – AMENDMENT TO AGREEMENT FOR NOTICE OF EXTENSION.

Authorizing Amendment No. 2 to the agreement with Palomar Transfer Station, Inc., to extend the deadline to issue a Notice of Use of Subsequent Operating Period for the Palomar Transfer Station to 5:00 p.m. on March 30, 2012.

Resolution No. 2011-264.

ACTION:

CONSENT CALENDAR (Continued)

5. AB #20,735 – CORRECTION TO EXHIBIT 2 OF RESOLUTION NO. 2011-226.

Correcting a clerical error to Exhibit 2 of Resolution No. 2011-226.

Resolution No. 2011-265.

ACTION:

6. AB #20,736 – REPORT ON CITY INVESTMENTS.

Accepting the City Treasurer's Report on City Investments as of September 30, 2011.

ACTION:

ORDINANCES FOR INTRODUCTION:

7. AB #20,737 – AMEND CARLSBAD MUNICIPAL CODE TO DELETE AND REPLACE JOB TITLES.

To consider amending various sections of the Carlsbad Municipal Code to replace job titles and department names affected by the organization realignment in specific sections of the Carlsbad Municipal Code.

Introduction of Ordinance No. CS-164.

ACTION:

8. AB #20,738 – LA COSTA AVENUE INTERIM STRIPING/PARKING RECORD AS BUILT AND IMPROVEMENT PLANS AND REVISION OF PRIMA FACIE SPEED LIMIT.

To consider accepting the La Costa Avenue Interim Striping and Parking Record As-Built Plan; and,

To consider amending Title 10, Chapter 10.44 of the Carlsbad Municipal Code by the revision of Section 10.44.070 to decrease the existing 45 mile per hour prima facie speed limit on La Costa Avenue from 1,000 feet east of El Camino Real to Rancho Santa Fe Road to 40 miles per hours; and,

To consider accepting the La Costa Avenue Improvement Plan.

Resolution Nos. 2011-266 and 2011-267.

Introduction of Ordinance No. CS-165.

ACTION:

PUBLIC COMMENT:

In conformance with the Brown Act, no Council action can occur on items presented during Public Comment.

A total of 15 minutes is provided so members of the public can address the Council on items that are not listed on the Agenda. Speakers are limited to three (3) minutes each. If you desire to speak during Public Comment, fill out a SPEAKER CARD and place it in the clear tray on the wall adjacent to the Deputy City Clerk. If there are more than five (5) speakers, the remaining speakers will be heard at the end of the agenda just prior to Council Reports.

When you are called to speak, please come forward and state your name.

PUBLIC HEARING:

9. **AB #20,739 – 2012-2013 COMMUNITY DEVELOPMENT BLOCK GRANT AND HOME INVESTMENT PARTNERSHIP PROGRAM.**

To accept comments and consider adopting the 2012-2013 Community Development Block Grant (CDBG)/Home Investment Partnership (HOME) Program Funding Plan; and, authorizing the distribution of Request for Proposals.

Resolution No. 2011-268.

ACTION:

**ADJOURNMENT TO THE JOINT SPECIAL MEETING OF THE
CARLSBAD CITY COUNCIL AND
HOUSING AND REDEVELOPMENT COMMISSION**

CITY OF CARLSBAD
CITY COUNCIL AND
HOUSING AND REDEVELOPMENT COMMISSION
JOINT SPECIAL MEETING AGENDA

November 8, 2011

6:00 P.M.

CALL TO ORDER:

ROLL CALL:

CONSENT CALENDAR: *The items listed under Consent Calendar are considered routine and will be enacted by one motion as listed. There will be no separate discussion on these items prior to the vote, unless an item is removed.*

WAIVER OF ORDINANCE TEXT READING:

This is a motion to waive the reading of the text of all ordinances and resolutions at this meeting.

10. AB #20,740 – ACCEPT LOAN FOR SOUTH CARLSBAD COASTAL REDEVELOPMENT PLAN IMPLEMENTATION.

Commission accept a loan from the City for funds advanced for the implementation of the South Carlsbad Coastal Redevelopment Agency(SCCRA) Plan related to additional legal costs and other related actions regarding opposition to the ongoing application submitted to the California Energy Commission for a new power plant on property within the SCCRA; and,

Council authorize a loan to the Housing and Redevelopment Agency to provide additional funds for the implementation of the SCCRA Plan related to additional legal costs and other related actions to continue opposition to the processing of the ongoing application submitted to the California Energy Commission for a new power plant on property within the SCCRA.

Resolution No. 515.

Resolution No. 2011-269.

ACTION:

ADJOURNMENT TO THE SPECIAL MEETING OF THE
HOUSING AND REDEVELOPMENT COMMISSION

CITY OF CARLSBAD
HOUSING AND REDEVELOPMENT COMMISSION

SPECIAL MEETING AGENDA

November 8, 2011

6:00 P.M.

CALL TO ORDER:

ROLL CALL:

APPROVAL OF MINUTES:

Minutes of the Joint Special Meetings held September 13, 2011.

Minutes of the Special Meeting held September 13, 2011.

Minutes of the Joint Special Meeting held September 27, 2011.

CONSENT CALENDAR: *The items listed under Consent Calendar are considered routine and will be enacted by one motion as listed. There will be no separate discussion on these items prior to the vote, unless an item is removed.*

WAIVER OF ORDINANCE TEXT READING:

This is a motion to waive the reading of the text of all ordinances and resolutions at this meeting.

PUBLIC HEARING:

11. AB #433 – LEASE AGREEMENT WITH ROSA HERNANDEZ, DBA THE VILLAGE GRILLE.

To consider authorizing a three-year lease agreement with Rosa Hernandez, D.B.A. The Village Grille at 2833 State Street, from August 1, 2011 through July 31, 2014; and, authorizing the Executive Director to execute all associated documents.

Resolution No. 516.

ACTION:

ADJOURNMENT TO THE CONTINUATION OF THE CITY COUNCIL MEETING

CONTINUATION OF THE CITY COUNCIL MEETING

PUBLIC COMMENT: Continuation of the Public Comments

This portion of the agenda is set aside for continuation of public comments, if necessary, due to exceeding the total time allotted in the first public comments section and for those persons who have demonstrated by prior conduct that they are not likely to conduct themselves in a courteous manner or observe order and decorum during the meeting.

When you are called to speak, please come forward and state your name.

The remainder of the categories are for reporting purposes. In conformance with the Brown Act, no public testimony and no Council action can occur on these items.

COUNCIL REPORTS AND COMMENTS: (*=Appointed by other agency) (Revised 3/18/11)

PACKARD

Buena Vista Lagoon JPC
City/School Committee
North County Transit District Board of Directors
NCTD Performance, Administration and Finance Committee
North County Transit District Executive Committee
North County Dispatch Joint Powers Authority

DOUGLAS

League of California Cities - SD Division
San Diego County Water Authority Board of Directors
SANDAG Board of Directors (2nd alternate)
SANDAG Borders Committee

BLACKBURN

Buena Vista Lagoon JPC
Chamber of Commerce Liaison
City/School Committee
Encina Joint Powers (JAC)
Encina Wastewater Authority
EWA Capital Improvement Committee, Chair
North County Dispatch Joint Powers Authority

KULCHIN

CalCoast Board of Directors
Encina Joint Powers (JAC)
Encina Wastewater Authority, Chair
EWA Policy & Finance Committee
North County Transit District (alternate)
*San Diego Service Authority for Freeway Emergencies (SAFE)
SANDAG Board of Directors (1st alternate)
*SANDAG Shoreline Preservation Committee

HALL

Chamber of Commerce Liaison
LAFCO Cities Advisory Committee
North County Mayors and Managers
SANDAG Board of Directors
SANDAG Transportation Committee

CITY MANAGER COMMENTS:

CITY ATTORNEY COMMENTS:

CITY CLERK COMMENTS:

ANNOUNCEMENTS:

This section of the Agenda is designated for announcements to advise the community regarding events that Members of the City Council have been invited to, and may participate in.

ADJOURNMENT.

MINUTES

MEETING OF: CARLSBAD CITY COUNCIL (Special Meeting)
DATE OF MEETING: October 11, 2011
TIME OF MEETING: 4:30 p.m.
PLACE OF MEETING: City Hall Conference Room 3, 1200 Carlsbad Village Drive, Carlsbad, California

CALL TO ORDER: Mayor Hall called the meeting to order at 4:32 p.m.

ROLL CALL was taken by the Deputy City Clerk, as follows:

Present: Council Members Hall, Kulchin, Blackburn, Douglas and Packard.
Absent: None.

CLOSED SESSION:

Council adjourned into Closed Session at 4:34 p.m. pursuant to the following:

1. **GOVERNMENT CODE SECTION 54956.9(a).** To hold a closed session to discuss pending litigation as follows:

P & D Consultants Inc., v. City of Carlsbad, Case No. GIN052850 / D054810
2. **GOVERNMENT CODE SECTION 54957.6.** To hold a closed session to discuss employer-employee relations, salaries, salary schedules and compensation in the form of fringe benefits of its employees represented by CPMA with designated staff as labor negotiators (Julie Clark, Human Resources Director, and Cheryl Gerhardt, Human Resources Professional). If circumstances necessitate the absence of a specified designated representative, an agent or designee may participate in place of the absent representative so long as the name of the agent or designee is announced at an open session held prior to the closed session.
3. **GOVERNMENT CODE SECTION 54956.9(a).** To hold a closed session to discuss pending litigation as follows:

North County Advocates v. City of Carlsbad, Case No. 37-2009-00059803-CU-WM-NC.

The Council reconvened at 5:38 p.m. with five members present. Mayor Hall made the following announcements –

Item #1 – Council unanimously authorized the City Attorney to file a cross appeal in response to Appellant's underlying appeal of the trial court's ruling awarding the City its attorney's fees in this breach of contract action.

Item #2 – Council directed the City Attorney and staff on the matter.

Item #3 – City of Carlsbad was dismissed from the judgment with prejudice.

ADJOURNMENT:

By proper motion, the Special Meeting of October 11, 2011 was adjourned at 5:40 p.m.


DONNA HERATY
Deputy City Clerk

MINUTES

MEETING OF: CITY COUNCIL (Regular Meeting)
DATE OF MEETING: October 11, 2011
TIME OF MEETING: 6:00 p.m.
PLACE OF MEETING: City Council Chambers

CALL TO ORDER: Mayor Hall called the meeting to order at 6:00 p.m.

ROLL CALL was taken by the City Clerk, as follows:

Present: Council Members Hall, Kulchin, Blackburn, Douglas and Packard.
Absent: None.

PLEDGE OF ALLEGIANCE:

Council Member Douglas led the pledge of allegiance.

APPROVAL OF MINUTES:

On a motion by Mayor Pro Tem Kulchin, the minutes of the following meetings were unanimously approved as presented:

Minutes of the Special Meeting held September 13, 2011.
Minutes of the Regular Meeting held September 13, 2011.
Minutes of the Joint Special Meetings held September 13, 2011.
Minutes of the Special Meeting held September 20, 2011.

PRESENTATIONS:

Council Member Douglas introduced Bill Mara, Chief Operations Officer, TERI, Inc. who presented a painting to Mayor Hall representing their gratitude to the City and commemorating the opening of TERI's eleventh residential home, the Michalowski House.

Mayor Hall introduced Chad Hensch, Team Manager, Carlsbad C-Dawgz Girls Fast Pitch Softball Team, Age Division 10 and under, who came forward to address Council regarding the team's accomplishments in State and National Championships.

Council Member Packard presented a proclamation to Fire Chief Kevin Crawford in recognition of National Fire Prevention Week.

CONSENT CALENDAR:

ACTION: On a motion by Mayor Pro Tem Kulchin, Council affirmed the action of the Consent Calendar, Items #1 through #15.

AYES: Hall, Kulchin, Blackburn, Douglas and Packard.
NOES: None.

WAIVER OF ORDINANCE TEXT READING:

Council waived the reading of the text of all Ordinances and Resolutions at this Meeting.

1. AB #20,694 – ACCEPTANCE OF DONATION.

Council adopted **RESOLUTION NO. 2011-233**, accepting a donation from the Leichtag Family Foundation in support of tuition costs for one person to attend the Leadership North County (LNC) program provided by Cal State University – San Marcos; and, authorizing the Finance Director to appropriate the received funds to the City Manager budget.

2. AB #20,695 – ACCEPTANCE OF GRANT FUNDS.

Council adopted **RESOLUTION NO. 2011-234**, accepting Edward Byrne Memorial Justice Assistance Grant funds to support activities to prevent and control crime and improve the criminal justice program; and, authorizing the appropriation of funds.

3. AB #20,696 – ACCEPTANCE OF GRANT FUNDS.

Council adopted **RESOLUTION NO. 2011-235**, accepting grant funds from San Diego Gas and Electric SAFE San Diego Initiative Grant program for the Community Emergency Response Team (CERT) Program; and, appropriating the funds to the Fire Department Emergency Preparedness Program.

4. AB #20,697 – ACCEPTANCE OF GRANT FUNDS.

Council adopted **RESOLUTION NO. 2011-236**, accepting grant funds from the San Diego County Law Enforcement Foundation to purchase life-saving equipment; and, authorizing the appropriation of said funds to the City of Carlsbad Police Department.

5. AB #20,698 – APPROVE GRANT DEED OF EASEMENT TO SDG&E.

Council adopted **RESOLUTION NO. 2011-237**, approving the dedication of an easement to San Diego Gas and Electric Company for electric and communication facilities, generally located on the east side of Priestly Drive, north of Rutherford Road (APN 212-062-14) – PR 11-23.

6. AB #20,699 – APPROVE GRANT DEED OF EASEMENT TO SDG&E.

Council adopted **RESOLUTION NO. 2011-238**, approving the dedication of an easement to San Diego Gas and Electric Company for service to the City of Carlsbad Safety Training Center, Project No. 3686.

7. AB #20,700 – SUMMARY VACATION OF SEWER EASEMENTS.

Council adopted **RESOLUTION NO. 2011-239**, summarily vacating sewer easements over a portion of Lot 172 of Map No. 10257 generally located at 2514 La Golondrina Street, PR 11-31.

8. AB #20,701 – AWARD CONTRACT.

Council adopted **RESOLUTION NO. 2011-240**, accepting bids and awarding the contract to ATP General Engineering Contractors for the construction of the 2011 Pavement Overlay Project No. 6001-11-OL.

CONSENT CALENDAR (Continued)

9. AB #20,714 – APPROVE AGREEMENT FOR PURCHASE OF IDENTITY/ACCESS MANAGEMENT SOFTWARE.

Council adopted **RESOLUTION NO. 2011-246**, approving the agreement with Fischer International Identity, LLC, for the purchase and implementation of identity and access management software.

10. AB #20,702 – AUTHORIZE APPROPRIATION AND PURCHASE OF POLICE DEPARTMENT FURNISHINGS.

Council adopted **RESOLUTION NO. 2011-241**, authorizing the appropriation of Police Asset Forfeiture funds for the purchase of investigations division furnishings in the Police Department; and, authorizing the issuance of a purchase order to G.M Business Interiors of San Diego for said furnishings.

11. AB #20,703 – ADVERTISE FOR BIDS.

Council adopted **RESOLUTION NO. 2011-242**, approving plans and specifications for the Occidental Interceptor Sewer Rehabilitation, and authorizing the City Clerk to advertise for bids; and, authorizing the appropriation of funds from the Sewer Replacement Fund for Project No. 5522.

12. AB #20,704 – APPROVE AGREEMENT FOR VISTA-CARLSBAD INTERCEPTOR SEWER SYSTEM.

Council adopted **RESOLUTION NO. 2011-243**, approving the agreement with the City of Vista for funding of planning and design phase services for the Agua Hedionda Sewer Lift Station and Vista/Carlsbad Interceptor Sewer, Reaches VC11B – VC15, Project Nos. 3492, 3886 and 3949.

13. AB #20,715 – APPROVE AGREEMENT FOR LANDSCAPE MAINTENANCE SERVICES.

Council adopted **RESOLUTION NO. 2011-247**, accepting the bid and approving the agreement with Park West Landscape Maintenance, Inc. for parks and athletic fields landscape maintenance services, Bid No. 11-09.

14. AB #20,705 – REPORT OUT SETTLEMENT AGREEMENT.

Council accepted the report of the general release and settlement of William Cody Carter v. City of Carlsbad, et al.

15. AB #20,713 – REPORT ON CITY INVESTMENTS.

Council accepted the City Treasurer's Report on City Investments as of August 31, 2011.

ORDINANCES FOR INTRODUCTION:

16. AB #20,706 – AMEND CARLSBAD MUNICIPAL CODE TO REQUIRE STOPS ON GLASGOW DRIVE.

City Attorney Ron Ball titled the Ordinance.

ACTION: On a motion by Mayor Pro Tem Kulchin, Council introduced **ORDINANCE NO. CS-161**, amending the Carlsbad Municipal Code, Title 10, Chapter 10.28, to require stops on Glasgow Drive at its intersection with Middleton Drive.

AYES: Hall, Kulchin, Blackburn, Douglas and Packard.

NOES: None.

17. AB #20,707 – AMEND CARLSBAD MUNICIPAL CODE TO GIVE CREDIT FOR EXISTING RESIDENTIAL SINGLE FAMILY OR DUPLEX UNITS AND ELIMINATING THE PARK LAND DEDICATION FORMULA TABLE.

Deputy City Engineer Glen Van Peski gave the staff report and presented the Power Point presentation, on file in the office of the City Clerk.

City Attorney Ron Ball titled the Ordinance.

ACTION: On a motion by Mayor Pro Tem Kulchin, Council introduced **ORDINANCE NO. CS-162**, amending the Carlsbad Municipal Code, Title 20 – Subdivisions, Chapter 20.44, to give credit for existing residential single family or duplex units when calculating the requirement to dedicate park land or pay a park in-lieu fee, and eliminating the Park Land Dedication Formula Table, as amended by the City Attorney's memo to the Mayor and City Council, dated October 11, 2011, on file in the Office of the City Clerk.

AYES: Hall, Kulchin, Blackburn, Douglas and Packard.

NOES: None.

ORDINANCES FOR ADOPTION:**18. AB #20,708 – AMENDMENT TO CALPERS CONTRACT.**

City Attorney Ron Ball titled the Ordinance.

ACTION: On a motion by Mayor Pro Tem Kulchin, Council adopted **ORDINANCE NO. CS-157**, authorizing an amendment to the contract between the City Council impacting local miscellaneous members, including the 2% at 60 retirement benefit, and three year final compensation for members employed after the effective date of the amendment.

AYES: Hall, Kulchin, Blackburn, Douglas and Packard.

NOES: None.

19. AB #20,709 – CHANGES TO POWER PLANT STANDARDS.

City Attorney Ron Ball titled the Ordinances.

ACTION: On a motion by Mayor Pro Tem Kulchin, Council adopted **ORDINANCE NO. CS-158**, approving an amendment to the Carlsbad Municipal Code Zoning Ordinance Section 21.36.020 Table "A", ZCA 11-05, regarding generation and transmission of electrical energy as permitted uses in the Public Utility Zone.

AYES: Hall, Kulchin, Blackburn, Douglas and Packard.

NOES: None.

ACTION: On a motion by Mayor Pro Tem Kulchin, Council adopted **ORDINANCE NO. CS-159**, approving an amendment to the Encina Power Station Precise Development Plan PDP 00-02(E) to (1) clarify the Encina power station is not consistent with the General Plan or Zoning Ordinance due to its location in the coastal zone and its generating capacity, among other things; (2) revise the contents of the Precise Development Plan as necessary to reflect this inconsistency and (3) make minor housekeeping changes to reflect, among other things, the approved status of the Carlsbad Seawater Desalination Plant. The Encina Power Station Precise Development Plan encompasses the 95-acre Encina Power Station at 4600 Carlsbad Boulevard, located along the south shore of Agua Hedionda Lagoon and west of Interstate 5 and within Local Facilities Management Zones 1 and 3.

AYES: Hall, Kulchin, Blackburn, Douglas and Packard.

NOES: None.

ACTION: On a motion by Mayor Pro Tem Kulchin, Council adopted **ORDINANCE NO. CS-160**, approving an amendment to the Encina Specific Plan SP 144(N) that (1) incorporates Precise Development Plan PDP 00-02(E) as approved by City Council Ordinance No. CS-159; (2) deletes statements regarding future power generating facilities; and (3) clarifies the Encina Power Station is not consistent with the General Plan or Zoning Ordinance. The Encina Specific Plan extends between the Pacific Ocean and Cannon Road, encompasses the Agua Hedionda Lagoon, the Encina Power Station and properties within Local Facilities Management Zones 1, 3, and 13.

AYES: Hall, Kulchin, Blackburn, Douglas and Packard.
NOES: None.

PUBLIC COMMENT:

None.

PUBLIC HEARING:

20. **AB #20,710 – RANCHO CARLSBAD OPTION PARCEL.**

Assistant Planner Greg Fisher gave the staff report and presented the Power Point presentation, on file in the office of the City Clerk.

Mayor Hall opened the public hearing at 6:42 p.m.

Bill Arnold, Carlsbad, came forward and addressed Council in support of this item.

ACTION: On a motion by Mayor Pro Tem Kulchin, Council introduced **ORDINANCE NO. CS-163**, amending Section 21.05.030 of the Carlsbad Municipal Code by an amendment to the zoning map to grant a zone change, ZC 10-01, from Residential Mobile Home Park (RMHP) to Open Space (OS) on a 3.49 acre property generally located north of Rancho Carlsbad Estates and Calavera Creek, south of Cannon Road, east of Robertson Ranch PA22, and west of Robertson Ranch PA 23F in Local Facilities Management Zone 14.

AYES: Hall, Kulchin, Blackburn, Douglas and Packard.
NOES: None.

ACTION: On a motion by Mayor Pro Tem Kulchin, Council adopted **RESOLUTION NO. 2011-244**, approving a General Plan amendment to change the General Plan land use designation from Residential Low Medium (RLM) to Open Space (OS) on a 3.49 acre property generally located north of Rancho Carlsbad Estates and Calavera Creek, south of Cannon Road, East of Robertson Ranch PA 22, and west of Robertson Ranch PA 23F in Local Facilities Management Zone 14.

AYES: Hall, Kulchin, Blackburn, Douglas and Packard.

NOES: None.

ADJOURNMENT TO THE SPECIAL MEETING OF THE CARLSBAD MUNICIPAL WATER DISTRICT BOARD

Mayor Hall adjourned to the Special Meeting of the Carlsbad Municipal Water District Board at 6:45 p.m. with five members present.

RECONVENE CITY COUNCIL MEETING:

Mayor Hall reconvened the City Council Meeting at 6:46 p.m. with five members present.

DEPARTMENTAL AND CITY MANAGER REPORTS:

22. AB #20,711 – WINNING TEAM GRANT REQUEST.

Management Analyst Courtney Enriquez gave the staff report and Power Point presentation, on file in the office of the City Clerk.

Following questions from Council, a representative from the Carlsbad Softball Association 10U All Star Team described fund raising activities and outlined costs associated with the team's attendance at the National Tournament.

Council Member Packard expressed concern at increasing the staff recommended amount of \$11,000 to \$13,000, and stated that his vote reflected his position of teams making a significant contribution towards the total.

ACTION: On a motion by Mayor Pro Tem Kulchin, Council adopted **RESOLUTION NO. 2011-245**, as amended, approving a grant of \$13,000 to the Carlsbad Softball Association 10U All Star Team.

AYES: Hall, Kulchin, Blackburn and Douglas.

NOES: Packard.

This item was continued from the Council Meeting held September 27, 2011.

23. AB #20,692 – SPECIAL EVENT GRANT REQUEST.

Management Analyst Courtney Enriquez gave the staff report and Power Point presentation, on file in the office of the City Clerk.

Following questions from Council Member Blackburn, Lagoon Foundation representative Jim Strickland stated that any excess funds would be used to carry out the mission of the Foundation and to teach environmental programs to children. Council Member Blackburn recommended granting more than \$5,000 but not to exceed \$10,000.

Council Member Packard expressed concern at increasing the staff recommended amount of \$5,000, and stated that his vote was consistent with his philosophy regarding grant requests.

ACTION: On a motion by Mayor Pro Tem Kulchin, Council adopted **RESOLUTION NO. 2011-231**, as amended, approving a Special Event Grant and increasing the amount of reimbursement, for a total of \$10,000, to the Agua Hedionda Lagoon Foundation to assist in costs for the first Kayak Regatta.

AYES: Hall, Kulchin, Blackburn and Douglas.

NOES: Packard.

24. AB #20,712 – CITIZEN PRESENTATION REGARDING TREE REMOVAL.

Council received a presentation from Ila Schmidt regarding street tree removal in the 3100 block of Jefferson Street.

Larry Hatter, Carlsbad, came forward to address Council in support of removal of the trees.

Glenn Bernard, Carlsbad, came forward to address Council regarding this issue.

Mary Scherr, Carlsbad, came forward to address Council in opposition to removal of the trees.

COUNCIL REPORTS AND COMMENTS:

Mayor Hall and Council Members reported on activities and meetings of some committees and sub-committees of which they are members.

ANNOUNCEMENTS:

Mayor Hall announced that Council Members have been invited to attend, and may be participating in the following events:

Tuesday, October 18, 2011 – 11:00 a.m. to 1:00 p.m.
Carlsbad City Council Study Session
Faraday Administration Center
1635 Faraday Avenue
Carlsbad, CA

Saturday, October 22, 2011 – 6:00 p.m.
Annual Gala for the Boys & Girls Clubs of Carlsbad
La Costa Resort & Spa
2100 Costa Del Mar Road
Carlsbad, CA

CITY MANAGER COMMENTS: None.

CITY ATTORNEY COMMENTS: None.

CITY CLERK COMMENTS: None.

ADJOURNMENT:

By proper motion, Mayor Hall adjourned the Regular Meeting of October 11, 2011 at 7:57 p.m.


LORRAINE M. WOOD, CMC
City Clerk

DONNA HERATY
Deputy City Clerk

MINUTES

SPECIAL MEETING: CITY COUNCIL WORKSHOP

DATE: October 18, 2011

TIME: 11:00 AM

PLACE: CITY ADMINISTRATION BUILDING, ROOM 173B, 1635 FARADAY

The Mayor called the meeting to order on October 18, 2011 at 11:00 a.m. Present: Hall, Packard, Blackburn. Mayor Pro Tem Kulchin was attending special meeting for the City.

REGIONAL REPORTS

Packard: Council Member Packard noted that the local Fish and Game agency has declined to finish the Environmental Impact Report (EIR) for the Buena Vista Lagoon restoration. He noted that without a completed EIR the Lagoon would not be eligible for mitigation funding. He asked if the City should work with the State Agency to complete the EIR.

City Manager Lisa Hildabrand stated that she would place this matter on a future agenda and send letters to the State Fish and Game Agency and State representatives.

Hall: No Report.

Blackburn: No Report.

Douglas: No Report.

Public Comment: There was no public comment.

Player's Lounge at the Crossings

The following documents were distributed for this item and are on file in the Office of the City Clerk.

- Memorandum: Player's Lounge-The Crossings. From: Director of Parks and Recreation to Assistant City Manager. Dated: October 14, 2011
- Power Point Presentation regarding the Player's Lounge. Dated October 18, 2011.

City Council Workshop October 18, 2011

Staff Members Presenting: Chris Hazeltine, Director of Parks and Recreation; Mark Steyaert , Park Planner and Gary Glaser, Interim Director of the Crossings Golf Club.

Mr. Hazeltine discussed the various options available for the Player's Lounge. Council discussion ensued regarding costs and logistics for use of the Boardroom versus the Partitioned Golf Shop.

A majority of Council concurred to consider the Partitioned Golf Shop for a future Player's Lounge. Mr. Glaser confirmed the timing and length of construction for the Council.

Mr. Hazeltine confirmed that Capital Expenditure Funds would be used to fund the remodel/construction.

At 11:50 a.m. the Mayor called a recess. The Mayor and Council Members Packard, Douglas and Blackburn returned at 12:05 p.m.

City Street Tree Policies and Ordinance

The following documents were distributed for this item and are on file in the Office of the City Clerk.

- Power Point Presentation, Street Tree Policy and Ordinance, October 18, 2011.

Staff Members Presenting: Chris Hazeltine, Director of Parks and Recreation and Kyle Landcaster, Supervisor of Parks.

Staff asked Council for direction on updating, adding and amending the current policies, procedures and ordinance governing City Street Trees.

Council discussion ensued regarding view and trees, the Citywide Urban Forest Plan, tree transition plans, and approved and non-approved trees.

Mayor Hall noted that any major changes to the policies or ordinance should be opened up for public consideration.

Council concurred to have staff return with any proposed changes, first to the Parks and Recreation Commission and then to the Council.

Project Timeline (Athena) List

City Manager Hildabrand passed out the latest update of Citywide Projects. She noted that a new section, "Council Requests" was added as a way to track unique requests.

City Council Workshop October 18, 2011

Council Member Blackburn asked that more information be provided to the media regarding the streamlining of the development process. He suggested an article in the newspapers. City Manager Hildabrand also suggested an article on the City website.

Mayor Hall adjourned the meeting at 1:04 p.m.



Lorraine M. Wood, CMC

City Clerk

MINUTES

MEETING OF: CARLSBAD CITY COUNCIL (Special Meeting)
DATE OF MEETING: October 25, 2011
TIME OF MEETING: 5:00 p.m.
PLACE OF MEETING: City Hall Conference Room 3, 1200 Carlsbad Village Drive, Carlsbad, California

CALL TO ORDER: Mayor Hall called the meeting to order at 5:00 p.m.

ROLL CALL was taken by the Senior Deputy Clerk, as follows:

Present: Council Members Hall, Blackburn, Douglas and Packard.
Absent: Council Member Kulchin.

CLOSED SESSION:

Council adjourned into Closed Session at 5:02 p.m. pursuant to the following:

1. **GOVERNMENT CODE SECTION 54957.6.** To hold a closed session to discuss employer-employee relations, salaries, salary schedules and compensation in the form of fringe benefits of its employees represented by CPMA with designated staff as labor negotiators (Julie Clark, Human Resources Director, and Cheryl Gerhardt, Human Resources Professional). If circumstances necessitate the absence of a specified designated representative, an agent or designee may participate in place of the absent representative so long as the name of the agent or designee is announced at an open session held prior to the closed session.

The Council reconvened at 5:38 p.m. with four members present. Mayor Hall announced that Council directed the City Attorney and staff on the matter.

ADJOURNMENT:

By proper motion, the Special Meeting of October 25, 2011 was adjourned at 5:45 p.m.



SHERRY FREISINGER
Senior Deputy Clerk

MINUTES

MEETING OF: CITY COUNCIL (Regular Meeting)
DATE OF MEETING: October 25, 2011
TIME OF MEETING: 6:00 p.m.
PLACE OF MEETING: City Council Chambers

CALL TO ORDER: Mayor Hall called the Meeting to order at 6:00 p.m.

ROLL CALL was taken by the City Clerk, as follows:

Present: Council Members Hall, Blackburn, Douglas and Packard.
Absent: Mayor Pro Tem Kulchin.

PLEDGE OF ALLEGIANCE:

Council Member Blackburn led the Pledge of Allegiance.

APPROVAL OF MINUTES:

On a motion by Council Member Packard, the minutes of the following meetings were unanimously approved as presented:

Minutes of the Special Meeting held September 27, 2011.

Minutes of the Regular Meeting held September 27, 2011.

Minutes of the Joint Special Meeting held September 27, 2011.

PRESENTATIONS:

Council Member Blackburn presented a proclamation in recognition of Red Ribbon Week to Rosemary Eshelman, Student Services Specialist for the Carlsbad Unified School District and Nancy Logan, Prevention Specialist for the San Dieguito Alliance.

Mayor Hall presented a proclamation recognizing October as Arts and Humanities Month to Colleen Finnegan, Community Arts Coordinator, and Tina Schmidt, Chair of the Arts Commission.

Joan and Alan Kindle, representing the Friends of Carrillo Ranch presented a donation in support of the Leo Carrillo Ranch Historic Park Friday Night Film Series.

CONSENT CALENDAR:

ACTION: On a motion by Council Member Packard, Council affirmed the action of the Consent Calendar, Items # through # as follows:

AYES: Hall, Blackburn, Douglas and Packard.

NOES: None.

ABSENT: Kulchin.

WAIVER OF ORDINANCE TEXT READING:

Council waived the reading of the text of all Ordinances and Resolutions at this Meeting.

1. AB #20,716 – ACCEPTANCE OF DONATION.

Council adopted **RESOLUTION NO. 2011-248**, accepting a cash donation from the Friends of Carrillo Ranch, Inc., in support of the Leo Carrillo Ranch Historic Park Friday Night Film Series; and, authorizing the appropriation of said donation to the Leo Carrillo Ranch Trust Fund.

2. AB #20,717 – FINAL MAP FOR MUROYA SUBDIVISION.

Council adopted **RESOLUTION NO. 2011-249**, approving the Final Map for the Muroya Subdivision, and authorizing the Final Map to be recorded, CT 06-27.

3. AB #20,718 – ENCROACHMENT AGREEMENT WITH SAN DIEGO GAS & ELECTRIC COMPANY.

Council adopted **RESOLUTION NO. 2011-250**, authorizing the Mayor to execute an Encroachment Agreement with San Diego Gas & Electric Company for the Lake Calavera Fence Project, Contract No. SS09-01(B).

4. AB #20,719 – SUMMARY VACATION OF DRAINAGE EASEMENT.

Council adopted **RESOLUTION NO. 2011-151**, summarily vacate a drainage easement over a portion of Parcel A of ADJ 02-17, per Certificate of Compliance CE 03-15, recorded July 15, 2003 as File No. 2003-0838234, known as Marbella Apartment Homes, located on the north side of Marron Road, east of El Camino Real.

5. AB #20,720 – APPROVE AMENDMENTS TO THE REGULATORY AGREEMENT, DEED OF TRST, PROMISSORY NOTE AND RELATED DOCUMENTS FOR HUNTERS POINTE.

Council adopted **RESOLUTION NO. 2011-252**, approving amendments to the regulatory agreement, deed of trust, promissory note and related documents for the residual receipts loan provided to Chelsea Investments Corporation for construction on one hundred sixty eight (168) affordable apartment units within the Villages of La Costa Master Plan, known as Hunters Pointe, SDP 04-13.

6. AB #20,721 – REVISE COMPENSATION STRUCTURE FOR THE HOUSING AND REDEVELOPMENT COMMISSION.

Council adopted **RESOLUTION NO. 2011-253**, revising the compensation structure of the Housing and Redevelopment Commission to be consistent with the California Health and Safety Code, Section 34130.5.

ORDINANCES FOR ADOPTION:

7. AB #20,722 – ESTABLISH STOP CONTROLS ON GLASGOW DRIVE.

City Attorney Ron Ball titled the Ordinance.

ACTION: On a motion by Council Member Packard, Council adopted **ORDINANCE NO. CS-161**, amending Title 10, Chapter 10.28 of the Carlsbad Municipal Code by the addition of Section 10.28.970 to require stop controls on Glasgow Drive at its intersection with Middleton Drive.

AYES: Hall, Blackburn, Douglas and Packard.

NOES: None.

ABSENT: Kulchin.

8. **AB #20,723 – AMEND CARLSBAD MUNICIPAL CODE TO GIVE CREDIT FOR EXISTING RESIDENTIAL SINGLE FAMILY OR DUPLEX UNITS AND ELIMINATING THE PARK LAND DEDICATION FORMULA TABLE.**

City Attorney Ron Ball titled the Ordinance.

ACTION: On a motion by Council Member Packard, Council adopted **ORDINANCE NO. CS-162**, amending the Carlsbad Municipal Code, Title 20 – Subdivisions, Section 20.44.040, to give credit for existing residential single family or duplex units when calculating the requirement to dedicate park land or pay a park in-lieu fee, and eliminating the Park Land Dedication Formula Table.

AYES: Hall, Blackburn, Douglas and Packard.

NOES: None.

ABSENT: Kulchin.

9. **AB #20,724 – RANCHO CARLSBAD OPTION PARCEL.**

City Attorney Ron Ball titled the Ordinance.

ACTION: On a motion by Council Member Packard, Council adopted **ORDINANCE NO. CS-163**, approving a Zone Change (ZC 10-01) from Residential Mobile Home Park (RMHP) to Open Space (OS) for a 3.49 acre remainder parcel; (Lot 3 of CT 09-01) known as the Rancho Carlsbad Option Parcel.

AYES: Hall, Blackburn, Douglas and Packard.

NOES: None.

ABSENT: Kulchin.

PUBLIC COMMENT:

Cheryl Ehlers, representing the Carlsbad Village Association, encouraged the public to attend the *Thursdays on the Coast* event, October 27, 2011 from 5:30-8:30 p.m. in the Carlsbad Village area. For info 760-519-1511 or visit experiencecarlsbadvillage.com.

PUBLIC HEARINGS:

This item is continued from the meeting held September 27, 2011.

10. AB #20,689 – LA POSADA DE GUADALUPE DE CARLSBAD.

Assistant Planner Dan Halverson gave the staff report and PowerPoint presentation (on file in the Office of the City Clerk).

Ann O'Donnell representing Catholic Charities, thanked Council for its support for the facility.

Sister Raymonda DuVall addressed additional costs encountered to build the project and explained that the project was being constructed in two phases. She stated that the added costs included a required permit for hydro-modification, landscaping requirements of a slope and a required driveway access. Sister DuVall said these requirements added approximately \$400,000 to the original cost estimates for the project. Sister DuVall asked Council to consider deferring fees of approximately \$215,000 until after Catholic Charities receives the certificate of occupancy. She further explained that once the certificate of occupancy has been received, Catholic Charities will ask for Community Development Block Grant funding to cover the additional construction costs.

Mayor Hall stated he would like staff to review the deferral of fees request and asked Sister DuVall to provide the accounting costs to staff.

In response to an inquiry from Council Member Packard, Sister DuVall said that Catholic Charities raised \$300,000 for construction of the project in addition to an \$800,000 one-time state grant received by the organization.

Mayor Hall opened the duly noticed Public Hearing at 6:55 p.m.

Tom Maddox came forward and addressed Council, speaking in support of the project.

Mayor Hall closed the Public Hearing at 6:57 p.m.

ACTION: On a motion by Council Member Packard, Council adopted **RESOLUTION NO. 2011-228**, approving a Conditional Use Permit No. CUP 10-08, to allow the demolition of an existing 50 bed temporary agricultural farm worker housing facility and allow the construction and operation of a new 120 bed temporary agricultural farm worker housing facility on property generally located at 2478 Impala Drive.

AYES: Hall, Blackburn, Douglas and Packard.

NOES: None.

ABSENT: Kulchin.

11. AB #20,725 – CATCH RESTAURANT.

Council Member Packard recused himself from the meeting at 7:00 due to a potential conflict of interest and left the dias.

Assistant Planner Austin Silva gave the staff report and PowerPoint presentation (on file in the Office of the City Clerk).

Mayor Hall opened the duly noticed Public Hearing at 7:05 p.m.

Seeing no one wishing to speak, Mayor Hall closed the Public Hearing at 7:05 p.m.

ACTION: On a motion by Council Member Blackburn, Council adopted **RESOLUTION NOS. 2011-254 and 2011-255**, approving Major Review Permit RP 11-14 and Coastal Development Permit CDP 11-12, to allow conversion of retail space to restaurant use (Catch) with a standards modification to allow for the operation of a valet parking program to satisfy the on-site parking requirement for said restaurant on property located at 660 Carlsbad Village Drive.

AYES: Hall, Blackburn, and Douglas.

NOES: None.

ABSENT: Kulchin and Packard.

Council Member Packard returned to the meeting at 7:07 p.m.

12. AB #20,726 – THE FOOTHILLS ALCEA TOT LOT GATE.

Assistant Planner Dan Halverson gave the staff report and PowerPoint presentation (on file in the Office of the City Clerk).

Mayor Hall opened the duly noticed Public Hearing at 7:10 p.m.

Seeing no one wishing to speak, Mayor Hall closed the Public Hearing at 7:10 p.m.

ACTION: On a motion by Council Member Packard, Council adopted **RESOLUTION NO. 2011-256**, approving a Tentative Tract Amendment and a Condominium Permit Amendment to delete Conditions Nos. 18g and 34 in Planning Resolution No. 6386 requiring the pocket park tot lot gate within Robertson Ranch Planning Area 21 located off Cannon Road to be unlocked, and adding a revised condition of approval to Planning Commission Resolution No. 6387 to allow the pocket park tot lot gate off Cannon Road to be locked, CT 06-25(A)/CP 06-17(A).

AYES: Hall, Blackburn, Douglas and Packard.

NOES: None.

ABSENT: Kulchin.

ADJOURNMENT TO THE JOINT SPECIAL MEETING OF THE CITY COUNCIL AND MUNICIPAL WATER DISTRICT BOARD.

Mayor Hall adjourned to the Joint Special Meeting of the City Council and Municipal Water District Board at 7:11 p.m. with four members present.

RECONVENE CITY COUNCIL MEETING:

Mayor Hall reconvened the City Council Meeting at 7:12 p.m. with four members present.

DEPARTMENTAL AND CITY MANAGER REPORTS:

13. AB #20,728 – AGRICULTURE MITIGATION FEE AD HOC CITIZENS ADVISORY COMMITTEE APPOINTMENT.

ACTION: On a motion by Mayor Hall, Council adopted **RESOLUTION NO. 2011-258**, appointing Planning Commissioner Mike Schumacher to serve on the Agricultural Conversion Mitigation Fee Ad Hoc Citizens Advisory Committee.

AYES: Hall, Blackburn, Douglas and Packard.

NOES: None.

ABSENT: Kulchin.

15. AB #20,729 – CARLSBAD TOURISM BUSINESS IMPROVEMENT DISTRICT ADVISORY BOARD APPOINTMENT.

ACTION: On a motion by Mayor Hall, Council adopted **RESOLUTION NO. 2011-259**, appointing Nancy Nayudu to serve on the Carlsbad Tourism Business Improvement District Advisory Board.

AYES: Hall, Blackburn, Douglas and Packard.

NOES: None.

ABSENT: Kulchin.

16. AB #20,730 – PARKS AND RECREATION COMMISSION APPOINTMENT.

ACTION: On a motion by Mayor Hall, Council adopted **RESOLUTION NO. 2011-260**, appointing Ron Withall to serve on the Parks and Recreation Commission.

AYES: Hall, Blackburn, Douglas and Packard.

NOES: None.

ABSENT: Kulchin.

COUNCIL REPORTS AND COMMENTS:

Mayor Hall and Council Members reported on activities and meetings of some committees and sub-committees of which they are members.

CITY MANAGER COMMENTS: None.

CITY ATTORNEY COMMENTS: None.

ANNOUNCEMENTS:

Mayor Hall announced that Council Members have been invited to attend, and may be participating in the following events:

Thursday, October 27, 2011, 5:00-7:00 p.m.
Carlsbad Citizens Academy Graduation
City Council Chambers
1200 Carlsbad Village Drive, Carlsbad

Friday, November 4, 2011, 4:00-6:00 p.m.
Carlsbad Beach Fest Foundation
Community Reception and Fundraiser
Relm Bistro
2917 State Street, Carlsbad

Saturday, November 6, 2011, 6:00 p.m.
Tri-City Medical Center's Golden Anniversary Ball
Park Hyatt Aviara Resort
7100 Aviara Resort Drive, Carlsbad

Tuesday, November 8, 2011, 5:00 p.m.
City of Carlsbad's Citizens of the Year Event
City Council Chambers
1200 Carlsbad Village Drive, Carlsbad

ADJOURNMENT:

By proper motion, the Regular Meeting of October 25, 2011 was adjourned at 7:20 p.m.



LORRAINE M. WOOD, CMC
City Clerk

Sherry Freisinger
Senior Deputy Clerk

MINUTES

JOINT MEETING OF: THE CITY OF CARLSBAD CITY COUNCIL
AND MUNICIPAL WATER DISTRICT BOARD
(Joint Special Meeting)
DATE OF MEETING: October 25, 2011
TIME OF MEETING: 6:00 p.m.
PLACE OF MEETING: City Council Chambers

CALL TO ORDER:

Mayor/President Hall called the Joint Special Meeting to order at 7:11 p.m.

ROLL CALL:

Present: Council/Board Members Hall, Blackburn, Douglas and Packard.
Absent: Kulchin.

CONSENT CALENDAR:

ACTION: On a motion by Council Member/Board Member Packard, the Council/Board affirmed the action of the Consent Calendar, Item #13 as follows:

AYES: Hall, Blackburn, Douglas, Packard.

NOES: None.

ABSENT: Kulchin.

WAIVER OF ORDINANCE TEXT READING:

Council/Board waived the reading of the text of all Ordinances and Resolutions at this Meeting.

13. AB #20,727 – APPROVE AGREEMENT FOR PROGRAM ENVIRONMENTAL IMPACT REPORT FOR SEWER, WATER AND RECYCLED WATER MASTER PLAN UPDATE AND PHASE III RECYCLED WATER PROJECT ENVIRONMENTAL REVIEW.

Board adopted **RESOLUTION NO. 1429**, approving the agreement with Atkins for preparation of a Program Environmental Impact Report for the Sewer, Water and Recycled Water Master Plan Updates, and Environmental Review of the Phase III Recycled Water Project, Project Nos. 5511, 5016 and 5022; and,

Council adopted **RESOLUTION NO. 2011-257**, approving the reimbursement of funds to the Municipal Water District for the preparation of a Program Environmental Impact Report for the Sewer Master Plan Update, Project No. 5511.

ADJOURNMENT:

By proper motion, the Joint Special Meeting of October 25, 2011 was adjourned at 7:12 p.m.



LORRAINE M. WOOD, CMC
City Clerk/Secretary



CITY OF CARLSBAD – AGENDA BILL

1

AB#	20,731	ACCEPTANCE OF IN-KIND PRODUCT AND SERVICES DONATIONS FOR SNORES & S'MORES CAMPOUT	DEPT. DIRECTOR CITY ATTORNEY CITY MANAGER
MTG.	11/08/11		
DEPT.	P & R		

RECOMMENDED ACTION:

Adopt Resolution No. 2011-261 , accepting in-kind donations of product and services totaling two thousand seven hundred and thirty-four dollars (\$2,734) in support of the Snores & S'mores Campout special event on August 13, 2011 and recommend acceptance by the City Council.

ITEM EXPLANATION:

On Saturday, August 13, 2011, the Parks & Recreation Department hosted the Snores & S'mores Campout at Aviara Park. Approximately 300 participants attended the event geared toward the first time camper, as well as families with young children.

The camping experience was hosted in the safe and controlled environment of Aviara Community Park where campers set up their tent on the ball field lawn, and joined in activities in the large grassy area. The theme of this year's event was the Wizard of Oz and featured character face paintings, a Tin Man maze, and a flying monkey "wing eating" contest.

As part of the Park & Recreation Department's continuing effort to provide efficient and sustainable community programming, staff actively sought support from various businesses. Many businesses sponsored the event with in-kind product and service donations that totaled \$2,734 (Exhibit 2).

On September 19, 2011, the Parks & Recreation Commission unanimously accepted the product and service donations and recommended acceptance by City Council.

The City of Carlsbad Parks & Recreation Department wishes to acknowledge the generosity of all the sponsors involved. Letters of appreciation have been sent on behalf of the Parks & Recreation Department and the City of Carlsbad.

DEPARTMENT CONTACT: Rachael Shay 760-602-7519 rachael.shay@carlsbadca.gov

FOR CITY CLERKS USE ONLY.

COUNCIL ACTION:	APPROVED	<input type="checkbox"/>	CONTINUED TO DATE SPECIFIC	<input type="checkbox"/>
	DENIED	<input type="checkbox"/>	CONTINUED TO DATE UNKNOWN	<input type="checkbox"/>
	CONTINUED	<input type="checkbox"/>	RETURNED TO STAFF	<input type="checkbox"/>
	WITHDRAWN	<input type="checkbox"/>	OTHER – SEE MINUTES	<input type="checkbox"/>
	AMENDED	<input type="checkbox"/>		

FISCAL IMPACT:

In-kind product and services donations totaling \$2,734 helped to offset the actual cost of providing this special event.

A summary of the product and services donations is attached hereto as Exhibit 2.

ENVIRONMENTAL IMPACT:

Pursuant to Public Resources Code Section 21065 and CEQA Guidelines, this action does not constitute a "Project" within the meaning of CEQA and therefore, does not require an environmental review.

EXHIBITS:

1. Resolution No. 2011-261, authorizing acceptance of in-kind product and services donations in support of the Snores & S'mores Campout.
2. Snores & S'mores Campout in-kind product and services donations listing.

RESOLUTION NO. 2011-261**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
CARLSBAD, CALIFORNIA, ACCEPTING IN-KIND DONATIONS OF
PRODUCT AND SERVICES TOTALING \$2,734 IN SUPPORT OF THE
SNORES & S'MORES CAMPOUT.**

WHEREAS, the Snores & S'mores Campout special event was held on
August 13, 2011 at Aviara Community Park; and

WHEREAS, the City Council wishes to accept the donations of products and
services totaling \$2,734 in support of the Snores & S'mores Campout special event;
and,

WHEREAS, the City Council wishes to acknowledge the generosity and support
of community businesses that helped to support this special event; and,

WHEREAS, on September 19, 2011 the Parks & Recreation Commission
received an in-kind donation of products and services totaling \$2,734 and recommends
acceptance by the City Council.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of
Carlsbad, California, the following:

1. That the above recitations are true and correct.
2. That the City Council does hereby accept \$2,734 of in-kind donations of
products and services as itemized in Exhibit 2.

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1 PASSED, APPROVED, AND ADOPTED at a regular meeting of the City Council
2 of the City of Carlsbad, California, held on the ____ day of _____, 2011, by
3 the following vote to wit:

4 AYES:

5 NOES:

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7 ABSENT:

8 _____
9 MATT HALL, Mayor

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11 ATTEST:

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13 _____
14 LORRAINE WOOD, City Clerk
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2011 Snores & S'mores Campout Donation Listing

COMPANY	CONTACT	ADDRESS	CITY	ZIP	SPONSOR	In Kind
SPONSORSHIP						
Pat & Oscar's	Geoffrey Hunt	965 Palomar Airport Road	Carlsbad	92011	Dinner	\$1,351.82
Wing Stop	Steve Kang	2508 El Camino Real	Carlsbad	92008	Chicken wings	\$1,292.18
Peet's Coffee & Tea	Jillian Rusk	2641 Gateway Road	Carlsbad	92009	Coffee	\$90.00
					Total	\$2,734.00



CITY OF CARLSBAD – AGENDA BILL

AB#	20,732	APPROVAL TO MAKE APPLICATION FOR FEDERAL GRANT FUNDS FOR EMERGENCY PREPAREDNESS	DEPT. DIRECTOR	<i>W/ [signature]</i> 2
MTG.	11/08/2011		CITY ATTY.	
DEPT.	FIR/POL		CITY MGR.	

RECOMMENDED ACTION:

Adopt Resolution No. 2011-262 authorizing the City Manager or designee to apply for the State Homeland Security Grant Program for emergency preparedness.

ITEM EXPLANATION:

The State Homeland Security Grant Program provides funds to build capabilities at the state and local levels and to implement the goals and objectives included in state homeland security strategies. State goals and objectives include:

- Strengthen interoperable and operable communications
- Enhance catastrophic incident planning and response capabilities, among others

The County of San Diego is the entity that applies for, receives, and locally administers federal grant funds associated with the State Homeland Security Grant (SHSG) Program. The County's Unified Disaster Council, of which the City of Carlsbad is a member, is the governing body that determines the local grant fund distribution formula, which is based on "first responders" in each jurisdiction.

No matching funds are required for the State Homeland Security Grants. The federal grant funds allocated to the City of Carlsbad are \$147,319.

The City of Carlsbad Fire and Police Departments jointly review allowable grant expenditures, determine the needs of each department and allocate funds based on identified department needs. Equipment is then purchased and paid for by the city. Paid purchase invoices for SHSG-related purchases are then sent to the San Diego County Office of Emergency Services for full reimbursement to the city. Planning expenses are similarly expended and reimbursed. Planned expenditures are detailed in the table on page 2:

DEPARTMENT CONTACT: David Harrison 760-484-0247 David.Harrison@carlsbadca.gov

FOR CITY CLERKS USE ONLY.

COUNCIL ACTION:	APPROVED	<input type="checkbox"/>	CONTINUED TO DATE SPECIFIC	<input type="checkbox"/>
	DENIED	<input type="checkbox"/>	CONTINUED TO DATE UNKNOWN	<input type="checkbox"/>
	WITHDRAWN	<input type="checkbox"/>	RETURNED TO STAFF	<input type="checkbox"/>
	AMENDED	<input type="checkbox"/>	COUNCIL RECEIVED THE REPORT/PRESENTATION	<input type="checkbox"/>
			OTHER – SEE MINUTES	<input type="checkbox"/>

Department	Allocation	Project Category	Description
Fire	\$42,168	Interoperable Communications	Radios
Law Enforcement	\$54,216	Interoperable Communications	Radios
Fire	\$50,935	Catastrophic Planning	Hiring of contract personnel and support staff to conduct emergency preparedness planning activities such as Emergency Operations Plan, Evacuation Plan, and other operational plans and annexes updates.
Total	\$147,319		

FISCAL IMPACT:

All SHSG grant-related expenditures are 100% reimbursable. There are no on-going costs associated with the anticipated expenditures. When awarded, the Fire and Police Departments will request the City Council to appropriate the total grant amount of \$147,319 to the Fire and Police Departments. Upon completion of grant-related expenditures, the General Fund will be reimbursed by periodic grant reimbursements. It is anticipated that all expenditures and reimbursements will be completed before the close of FY 2011-2012.

ENVIRONMENTAL IMPACT:

Pursuant to Public Resources code section 21065 and CEQA Guidelines section 15738, this grant application does not constitute a "project" within the meaning of CEQA and therefore, does not require an environmental review.

EXHIBITS:

1. Resolution No. 2011-262
2. County of San Diego Office of Emergency Services FY 2011 SHSGP Proposed Distribution

RESOLUTION NO. 2011-262

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARLSBAD, CALIFORNIA, AUTHORIZING THE CITY MANAGER OR DESIGNEE TO EXECUTE, IN THE NAME OF THE CITY OF CARLSBAD, ALL NECESSARY FORMS FOR THE PURPOSE OF APPLYING FOR GRANT FUNDING FROM THE FEDERAL STATE HOMELAND SECURITY GRANT PROGRAM, TO ENHANCE FIRE, POLICE AND EMERGENCY PREPAREDNESS.

WHEREAS, THE CITY OF Carlsbad Fire and Police Departments are eligible to receive federal grant funds through the FY 2011 State Homeland Security Grant Program (SHSGP) for emergency preparedness; and

WHEREAS, the federal grant funds for SHSGP require no city matching funds, and all grant-related expenditures are 100% reimbursable, the city shall incur no costs; and

WHEREAS, it is the desire of the City of Carlsbad Fire and Police Departments to participate in this program to enhance emergency preparedness;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Carlsbad, California, as follows:

1. That the above recitations are true and correct.
2. That City Council authorizes the submittal of this grant application.
3. That the City Manager or designee is authorized to execute, in the name of the City of Carlsbad, all necessary forms for the purpose of applying for SHSGP grant funding to enhance emergency preparedness.

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PASSED, APPROVED AND ADOPTED at a Regular Meeting of the City Council
of the City of Carlsbad on the _____ day of _____,
2011, by the following vote to wit:

AYES:

NOES:

ABSENT:

MATT HALL, Mayor

ATTEST:

LORRAINE M. WOOD, City Clerk
(SEAL)

FY 2011 SHSG DISTRIBUTION

JURISDICTION	FY10 SHSGP Allocation		FY2011 - ALLOCATION		
CITIES	Non LE/EMPP	LE	LE - 16.80% Reduction	Non-LE	TOTAL
CARLSBAD	96,570	60,996	50,749	96,570	147,319
CHULA VISTA	64,650	127,665	106,217	64,650	170,867
CORONADO	21,000	39,632	32,974	21,000	53,974
DEL MAR	19,937	-	-	19,937	19,937
EL CAJON	43,999	34,111	28,380	43,999	72,379
ENCINITAS	64,156	-	-	64,156	64,156
ESCONDIDO	98,384	140,719	117,078	98,384	215,462
IMPERIAL BEACH	22,343	-	-	22,343	22,343
LA MESA	30,249	19,330	16,083	30,249	46,332
LEMON GROVE	9,281	-	-	9,281	9,281
NATIONAL CITY	35,269	34,882	29,022	35,269	64,291
OCEANSIDE	51,072	70,900	58,989	51,072	110,061
POWAY	92,124	-	-	92,124	92,124
SAN DIEGO	48,046	604,057	502,575	48,046	550,621
SAN MARCOS	94,995	-	-	94,995	94,995
SANTEE	33,361	-	-	33,361	33,361
SOLANA BEACH	13,062	-	-	13,062	13,062
VISTA	72,188	-	-	72,188	72,188
TOTAL CITIES	910,686	1,132,292	942,067	910,686	1,852,753
FIRE DISTRICTS/OTHER					
PORT OF SAN DIEGO	-	40,081	33,347	-	33,347
ALPINE	2,829	-	-	2,829	2,829
BORREGO SPRINGS	6,617	-	-	6,617	6,617
ELFIN FOREST	8,271	-	-	8,271	8,271
JULIAN/CUYAMACA	6,800	-	-	6,800	6,800
NORTH COUNTY	19,644	-	-	19,644	19,644
RANCHO SANTA FE	9,512	-	-	9,512	9,512
SAN MIGUEL	25,227	-	-	25,227	25,227
TOTAL FIRE DISTRICTS	78,900	40,081	33,347	78,900	112,247
COUNTY DEPTS					
DEH	167,655	-	-	-	-
DGS	69,500	-	-	-	-
DPLU	92,459	-	-	-	-
DPW	169,536	-	-	-	-
County Technology Off (EOC)	-	-	-	90,035	90,035
FIRE AUTHORITY	134,000	-	-	134,000	134,000
HHSA - empp	495,000	-	-	-	-
OES	1,133,180	-	-	1,133,180	1,133,180
SHERIFF	-	647,833	538,997	-	538,997
TOTAL COUNTY DEPTS	2,261,330	647,833	538,997	1,357,215	1,896,212
OTHER - UASI REGIONAL	373,250	116,750	-	350,000	350,000
EMPP ALLOCATION	833,639		-		-
TOTAL SHSG	4,457,805	1,936,956	1,514,411	2,696,801	4,211,212
EMS - MMRS	317,419	-	-	281,693	281,693
RTTAC	-	1,000,000	1,000,000	-	1,000,000
TOTAL ALLOCATIONS	4,775,224	2,936,956	2,514,411	2,978,494	5,492,905



CITY OF CARLSBAD – AGENDA BILL

3

AB#	20,733	AUTHORIZE MAYOR TO EXECUTE AMENDMENT NO. 2 TO SANDAG AGREEMENT FOR THE INSTALLATION OF AUDIBLE AND COUNTDOWN PEDESTRIAN SIGNALS, PROJECT NO. 6321-1	DEPT. HEAD	
MTG.	11/08/11		CITY ATTY.	
DEPT.	TRANS		CITY MGR.	

RECOMMENDED ACTION:

Adopt Resolution No. 2011-263 authorizing the Mayor to execute Amendment No. 2 to the SANDAG Agreement for the installation of audible pedestrian and countdown pedestrian signals at twenty-one signalized intersections, Project No. 6321-1.

ITEM EXPLANATION:

On June 26, 2009 SANDAG's Board of Directors allocated \$150,660 in Transportation Development Act/TransNet (TDA/TransNet) grant funding to the City of Carlsbad for this project. The original SANDAG Grant Funding Agreement between the City and SANDAG specified a start of construction by November 2010 and a project completion date of February 2011.

The project was awarded to the low bidder, Traffic Development Services, on February 22, 2011. At this time, staff amended (Amendment No. 1) the project schedule with a new start of construction date of May 1, 2011 and a new project completion date of July 31, 2011.

Due to issues with the contractor and his material supplier, the construction contract was not fully executed until April 14, 2011. During this time, staff was made aware of a new hardware requirement for the proper operations of the audible pedestrian signals that was not included in the original scope of work. A change order (Change Order #1) to purchase the additional hardware was issued. The time delay associated with the execution of the construction contract and the lead time required to have the new hardware delivered has resulted in the need for staff to submit another amendment to the project schedule (Amendment No. 2) with a revised construction period of May 2011 to January 2012 and completion date of February 29, 2012.

ENVIRONMENTAL IMPACT:

The project is exempt from the California Environmental Quality Act (CEQA) per State CEQA Guidelines Section 15301(c) - minor alteration of existing facilities involving negligible or no expansion.

FISCAL IMPACT:

The city cannot submit grant reimbursement requests to SANDAG against the \$150,660 allocated to the project through the grant if Amendment No. 2 is not signed by the Mayor and returned to SANDAG.

DEPARTMENT CONTACT: Jim Murray (760) 602-2734, jim.murray@carlsbadadca.gov

FOR CITY CLERKS USE ONLY				
COUNCIL ACTION:	APPROVED	<input type="checkbox"/>	CONTINUED TO DATE SPECIFIC	<input type="checkbox"/>
	DENIED	<input type="checkbox"/>	CONTINUED TO DATE UNKNOWN	<input type="checkbox"/>
	CONTINUED	<input type="checkbox"/>	RETURNED TO STAFF	<input type="checkbox"/>
	WITHDRAWN	<input type="checkbox"/>	OTHER – SEE MINUTES	<input type="checkbox"/>
	AMENDED	<input type="checkbox"/>		

The status of the project is shown below:

AUDIBLE/COUNTDOWN PEDESTRIAN SIGNALS – PROJECT No 6321-1

TASK DESCRIPTION	APPROPRIATED TO DATE	EXPENDITURES/ ENCUMBRANCES	REMAINING BALANCE
Construction, Inspection, Materials Testing	\$182,471	\$168,944	\$13,527
TOTAL	\$182,471	\$168,944	\$13,527

Amendment No. 2 only extends the contract period and does not increase the contract cost. As such, there are sufficient TDA and Gas Tax funds for this amendment.

EXHIBITS:

1. Resolution No. 2011-263 authorizing the Mayor to execute Amendment No. 2 to the SANDAG Grant Funding Agreement for the installation of audible pedestrian and countdown pedestrian signals at twenty-one signalized intersections, Project No. 6321-1.
2. Amendment No. 2 to SANDAG Agreement No. 5001362.

RESOLUTION NO. 2011-263

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARLSBAD, CALIFORNIA, AUTHORIZING THE MAYOR TO EXECUTE THE AMENDMENT NO. 2 TO THE SANDAG GRANT FUNDING AGREEMENT FOR THE INSTALLATION OF AUDIBLE PEDESTRIAN AND COUNTDOWN PEDESTRIAN SIGNALS, PROJECT NO. 6321-1.

WHEREAS, the City Council of the City of Carlsbad, California, has determined it necessary, desirable, and in the public interest to install audible pedestrian and countdown pedestrian signals at twenty-one existing signalized intersections; and

WHEREAS, the SANDAG Grant Funding Agreement between the city and SANDAG has a Project Schedule that needs to be amended in order for the city to be able to submit for reimbursement of construction costs;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Carlsbad, California, as follows:

1. That the above recitations are true and correct.
2. That the Mayor is hereby authorized to sign Amendment No. 2 to SANDAG Grant Funding Agreement for the installation of audible pedestrian and countdown pedestrian signals at twenty-one intersections, Project No. 6321-1

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1 PASSED, APPROVED AND ADOPTED at a Regular Meeting of the City Council of the
2 City of Carlsbad on the _____ day of _____, 2011, by the
3 following vote, to wit:

4 AYES:

5 NOES:

6 ABSENT:

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MATT HALL, Mayor

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ATTEST:

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LORRAINE M. WOOD, City Clerk
(SEAL)

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**Amendment No. 2
to SANDAG Agreement No. 5001362**

I. Amendment Summary

Contract No.: 5001362 Amendment No: 2 (Seven month time extension only) Consultant: City of Carlsbad Work Description: Installation of Audible & Countdown Pedestrian Signals			
A. This Amendment Only (Revisions)		B. Original Agreement	D. Revised (Total) Amended Agreement
Revisions to: <input type="checkbox"/> Scope <input type="checkbox"/> Max. Amt. <input checked="" type="checkbox"/> Exp. Date	<u>Choose One Below</u> <input type="checkbox"/> Terms & Conditions (T&C) <input type="checkbox"/> Scope of Work (SOW) <input type="checkbox"/> Both (T&C) and (SOW) Amount: \$List Amount End Date: 2/29/12	Amount: \$150,660 End Date: 2/28/11 C. Current Agreement* Amount: \$150,660 End Date: 7/31/11	% Over Original Amount: (D-B)/B% Amount: \$150,660 End Date: 2/29/12

* This includes original agreement and all previously approved amendments

II. Standard Provisions

- A. Under the Agreement identified by the Contract Number in Article I and any previous amendments thereto (referred to herein as "Agreement") between San Diego Association of Governments ("SANDAG") and Contractor/Consultant identified in Article I of this Amendment (referred to herein as "Consultant"), Consultant provides brief work description, as shown in Article I, to SANDAG.
- B. Consultant shall remain bound to the terms of the Agreement, except to the extent the terms of this Amendment conflict with the Agreement or a previous amendment, in which case this Amendment shall supersede. Nothing in this Amendment relieves the Consultant of its obligation to perform as required by the Agreement or any previous amendment unless expressly stated herein.

III. Agreement Revisions (See Article I.A – Amendment Summary, if applicable)

A. Scope of Work

If the Scope box is not selected in Article I.A, there shall be no change to the scope of the Agreement. If the Scope box is selected in Article I.A, SANDAG and Consultant agree that the scope of work shall be amended as summarized in Article I.A. If applicable, these revisions are described as shown in Attachment A to this Amendment.

B. Costs

If the Maximum Amount box is not selected in Article I.A, there shall be no change to the maximum amount of the Agreement. If the Maximum Amount box is selected in Article I.A, then:

1. SANDAG and Consultant agree that the maximum amount of the Agreement shall be revised. The revised maximum amount is summarized in Article I.A. If applicable, the revised payment amounts are shown in Attachment B to this Amendment.
2. The total amount payable under this Agreement shall not exceed the amount shown in Article I.D., which includes both the Agreement and this Amendment's revision.

C. Schedule of Services/Milestones/Deliverables

If the Expiration box is not selected in Article I.A, there shall be no change to the termination date of the Agreement. If the Schedule box is selected in Article I.A, SANDAG and Consultant agree that the termination date and/or schedule of this Agreement shall be revised and the termination date Identified as "End Date" in Article I.D, shall be the termination date. Consultant shall not be paid for work performed after the termination date. If applicable, the revised project schedule is as shown in Attachment C to this Amendment.

IV. Signatures

This Amendment may be executed and delivered by facsimile signature and a facsimile signature shall be treated as an original. This Amendment may be executed in counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same Amendment.

IN WITNESS WHEREOF, this Amendment has been executed under the provisions of the Agreement between SANDAG and Consultant. By signing below, the parties hereto agree that all terms and conditions of this Amendment and the Agreement and any previous amendments shall be in full force and effect.

The persons below assert that they are authorized to execute this Amendment and have executed it effective as of this _____ day of _____, 2011.

SAN DIEGO ASSOCIATION OF GOVERNMENTS

CITY OF CARLSBAD

CHARLES "MUGGS" STOLL **Date**
Land Use and Transportation Planning Department
Director

MATT HALL **Date**
Mayor

Approved as to form and legality:

Office Of General Counsel

Date _____

Attachments:

- ☐ Scope of Work (Attachment A)
 ☐ No Attachments
☐ Payments (Attachment A)
☒ Schedule (Attachment A)

**ATTACHMENT A TO
AMENDMENT NO. 2 TO
SANDAG AGREEMENT NO. 5001362**

Attachment A (Project Budget, Scope of Work, and Project Schedule) is hereby amended to extend the project completion date from 7/31/2011 to 2/29/2012. This project schedule extension does not cause the Grantee to miss a milestone in "Use It or Lose It" policy (Attachment B to Agreement) Section 1.1.1. The Grantee has reached twelve (12) months aggregate in project schedule extensions (Amendment 1- Five months; Amendment 2- Seven months). As per "Use It or Lose It" policy Section 2.1, any further project schedule extensions must be approved by SANDAG's Transportation Committee.

Justification

The City of Carlsbad discovered recent changes in the manufacturer's specifications regarding the Polara audible pedestrian signals requiring each pedestrian push button to have either their own separate ground wire (cannot use a common ground) or installation of a Conflict Monitor to insure proper operation of the audible pedestrian signals. Carlsbad's traffic signal pedestrian push buttons all have common grounds so either new wires would need to be installed or a Conflict Monitor would need to be installed at each of the intersections, neither of which were included in the city's funding request, scope of work nor the contractor's construction bid. Staff has determined that the most cost effective solution is to purchase and install the Conflict Monitors. The City has issued a Contract Change Order for the contractor to purchase and install the Conflict Monitors, which will be paid for by the City and is not a reimbursable expense. The project cannot commence until the contractor receives the Conflict monitors.

The Conflict Monitors have been ordered by the contractor and are scheduled to be shipped the week of July 25 – 29, 2011. The contractor should commence work the week of August 8 – 12, 2011. The construction contract provides for completion of all work within sixty (60) working days.

The City expects the construction to be completed before February 29, 2012.

TDA/TRANSNET BICYCLE, PEDESTRIAN, & NEIGHBORHOOD SAFETY PROGRAM BUDGET, SCOPE OF WORK, & SCHEDULE

Project: Installation of audible pedestrian and countdown pedestrian signals at 21 intersections in the City of Carlsbad

Contract Number: 5001362

Claim Number: 10011000

Task	Deliverables	Start Date	End Date	SANDAG Funds	Matching Funds	Total
Feasibility Study	N/A					
Final Design	N/A					
Right-of-Way Acquisition	N/A					
Environmental Documentation	N/A					
Award Construction Contract		1-Nov-10	30-Apr-11			
Project Completion		1-May-11	29-Feb-12	\$150,660		150660
			TOTAL	\$150,660	\$0	\$150,660

Capital Project Revenues

Source	FY2010	FY2011	FY2012	Total
TDA	\$150,660			\$150,660




Revised Scope of Work and Project Schedule

Deliverables	Completion Date
Receive Grant Agreement from SANDAG	23-Jul-10
Prepare PS & E package to receive bids	July to August 2010
City Council approval of Agreement, funding & authorization to bid	Nov-10
Solicit bids	November & December 2010
Open & review bids & select lowest responsible bidder	Jan-11
City Council awards Contract	Apr-11
Contract documents returned by contractor	Apr-11
Construction period	May 2011 to January 2012
Complete construction	29-Feb-12



CITY OF CARLSBAD – AGENDA BILL

4

AB# 20,734	APPROVAL OF AMENDMENT NO 2 TO EXTEND THE DEADLINE FOR THE CITY TO ISSUE NOTICE OF USE OF THE PALOMAR TRANSFER STATION DURING THE SUBSEQUENT OPERATING PERIOD	DEPT. DIRECTOR 
MTG. 11/08/11		CITY ATTORNEY 
DEPT. UTIL		CITY MANAGER 

RECOMMENDED ACTION:

Adopt Resolution No. 2011-264 authorizing the extension of the deadline for the City of Carlsbad ("City") to issue Palomar Transfer Station, Inc. ("Contractor") notice of intent to utilize the PTS during the Subsequent Operating Period.

ITEM EXPLANATION:

The City currently has an agreement ("Agreement") with the Contractor to dispose of the City's solid waste at the Palomar Transfer Station ("PTS"). This agreement includes a 10-year Initial Operating Period, which is set to expire on May 31, 2012, where all solid waste generated within the City must be disposed of through the PTS. The City has the option of extending the Initial Operating Period by three (3) year terms, otherwise the agreement will fall into a stage know as the Subsequent Operating Period.

The Subsequent Operating Period gives the City a choice to send some, all or none of its solid waste to the PTS. In order to utilize the PTS during the Subsequent Operating Period, section 6.03 of the Agreement requires the City to provide one (1) year advanced written notice to the Contractor stating how much (if any) solid waste will be taken to the PTS.

On March 29, 2011, at a City Council workshop, City Staff ("Staff") presented the City Council with options related to solid waste services, including the use of the PTS. Staff received direction at the workshop to work with the solid waste hauler and the Contractor to discuss options for solid waste services. The Contractor and solid waste hauler agreed to provide proposals related to solid waste services for Staff and City Manager consideration. In order to have sufficient time to consider the options to either extend the Initial Operating Period or utilize the Subsequent Operating Period, Staff and the Contractor would like to extend the deadline for the City to issue the Contractor notice of intent to utilize the PTS during the Subsequent Operating Period to 5 p.m. on March 30, 2012.

ENVIRONMENTAL IMPACT:

Pursuant to Public Resources Code section 21065, this action does not constitute a "project" within the meaning of CEQA in that it has no potential to cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and therefore does not require environmental review.

DEPARTMENT CONTACT: Craig Schmollinger 760-602-7502 Craig.Schmollinger@carlsbadca.gov

FOR CITY CLERKS USE ONLY				
COUNCIL ACTION:	APPROVED	<input type="checkbox"/>	CONTINUED TO DATE SPECIFIC	<input type="checkbox"/>
	DENIED	<input type="checkbox"/>	CONTINUED TO DATE UNKNOWN	<input type="checkbox"/>
	CONTINUED	<input type="checkbox"/>	RETURNED TO STAFF	<input type="checkbox"/>
	WITHDRAWN	<input type="checkbox"/>	OTHER – SEE MINUTES	<input type="checkbox"/>
	AMENDED	<input type="checkbox"/>		

FISCAL IMPACT:

Staff will be analyzing all proposals and options for utilizing the PTS. In doing so, Staff will be able to identify either cost savings or additional costs with the available options that will be presented for further consideration.

EXHIBITS:

1. Resolution No. 2011-264 authorizing the extension of the deadline for the City of Carlsbad ("City") to issue Palomar Transfer Station, Inc. ("Contractor") notice of intent to utilize the PTS during the Subsequent Operating Period.
2. Amendment No. 2 to the Agreement to extend the deadline for the city to issue notice of use of the Palomar Transfer Station during the subsequent operating period.

RESOLUTION NO. 2011-264

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARLSBAD, CALIFORNIA, TO EXTEND THE DEADLINE FOR THE CITY TO ISSUE NOTICE OF USE OF THE PALOMAR TRANSFER STATION DURING THE SUBSEQUENT OPERATING PERIOD.

WHEREAS, the City of Carlsbad has an Agreement with Palomar Transfer Station, Inc. for Transfer Station and Disposal Services; and

WHEREAS, the City is required by the Agreement to deliver all solid waste generated in the City of Carlsbad for ten years ending on May 31, 2012, which is defined as the "Initial Operating Period"; and

WHEREAS, section 6.03 of the Agreement provides that the City must give the Contractor one year advance notice of the City's election to send some, all or none of the City's solid waste to the PTS during the Subsequent Operating Period, and to provide estimates regarding such waste deliveries; and

WHEREAS, the City and Contractor wish to continue their ongoing discussions regarding an extension of the Initial Operating Period or, alternatively, for the City to elect to send some, all or none of the City's solid waste to the PTS during the Subsequent Operating Period should that period commence on June 1, 2012, and, to assist these discussions, both Parties wish to extend the City's deadline to make its election to provide the written notice described in Section 6.03 to Contractor.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Carlsbad, California, as follows:

1. That the above recitations are true and correct.
2. That the City Council authorizes the amendment to the Agreement to extend the deadline for the City to issue the Contractor notice of use of Subsequent Operating Period for the Palomar Transfer Station to 5 p.m. on March 30, 2012.

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PASSED, APPROVED AND ADOPTED at a Regular Meeting of the City Council of the
City of Carlsbad on the _____ day of _____, 2011, by the
following vote, to wit:

AYES:

NOES:

ABSENT:

MATT HALL, Mayor

ATTEST:

LORRAINE M. WOOD, City Clerk
(SEAL)

**AMENDMENT NO. 2 TO THE AGREEMENT FOR
TRANSFER STATION AND DISPOSAL SERVICES
(PALOMAR TRANSFER STATION, INC.)**

This Amendment No. 2 is entered into and effective as of the _____ day of _____, 2011, amending the agreement dated June 1, 2002, (the "Agreement") by and between the City of Carlsbad, a municipal corporation, ("City"), and Palomar Transfer Station, Inc., a California corporation ("Contractor") (collectively, the "Parties") for transfer station and disposal services.

RECITALS

A. WHEREAS, on May 30, 2011, the Parties executed Amendment No. 1 to the Agreement to extend the deadline for the City to notice Contractor, in writing, of City's intent to send some, all or none of City's waste to the PTS during the Subsequent Operating Period to 5 pm on December 2, 2011 (the "Notice"); and

B. WHEREAS, Section 6.03 of the Agreement provides that the City must give the Contractor one year advance notice of the City's election to send some, all or none of the City's waste to the PTS during the Subsequent Operating Period, and to provide details regarding such waste deliveries; and

C. WHEREAS, the Parties desire to continue their ongoing discussions regarding an extension of the Initial Operating Period, or alternatively, the City to elect to send some, all or none of the City's waste to the PTS during the Subsequent Operating Period should that period commence on June 2, 2012, and, to assist these discussions, both Parties wish to extend the City's deadline to make its decision to provide written notice described in Section 6.03 to Contractor.

NOW, THEREFORE, in consideration of these recitals and the mutual covenants contained herein, City and Contractor agree as follows:

1. The Agreement, as may have been amended from time to time, hereby extends the Notice deadline to March 30, 2012.

2. All other provisions of the Agreement, as may have been amended from time to time, shall remain in full force and effect.

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3. The individuals executing this Amendment and the instruments referenced on behalf of Contractor each represent and warrant that they have the legal power, right and actual authority to bind Contractor to the terms and conditions hereof of this Amendment.

CONTRACTOR
PALOMAR TRANSFER STATION, INC.,
a California corporation

CITY OF CARLSBAD, a municipal
corporation of the State of California

*By:


(sign here)

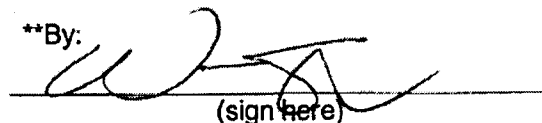
James T. Ambrose / Area President
(print name/title)

By:

City Manager or Mayor or Director

ATTEST:

**By:


(sign here)

WARREN SEMPIER REG. CLERK
(print name/title) City Clerk

LORRAINE M. WOOD

If required by City, proper notarial acknowledgment of execution by Contractor must be attached. If a corporation, Agreement must be signed by one corporate officer from each of the following two groups:

***Group A.**
Chairman,
President, or
Vice-President

****Group B.**
Secretary,
Assistant Secretary,
CFO or Assistant Treasurer

Otherwise, the corporation must attach a resolution certified by the secretary or assistant secretary under corporate seal empowering the officer(s) signing to bind the corporation.

APPROVED AS TO FORM:

RONALD R. BALL, City Attorney

By:

Deputy City Attorney

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CITY OF CARLSBAD – AGENDA BILL

5

AB#	20,735	CORRECTION TO EXHIBIT 2 - RESOLUTION NO. 2011-226	DEPT. HEAD
MTG.	11/08/11		CITY ATTY.
DEPT.	HR		CITY MGR.

RECOMMENDED ACTION:

Adopt Resolution No. ²⁰¹¹⁻²⁶⁵ correcting a clerical error that was made to Exhibit 2 of Resolution No. 2011-226 that was approved by the City Council on September 27, 2011.

ITEM EXPLANATION:

Resolution No. 2011-226 modified the terms and conditions of employment for management employees. For 2011, this included making changes to retirement contributions, health insurance contributions and annual compensation. The City Council directed that, beginning the pay period that includes December 1, 2011, the employer-paid member contributions for all management employees would be reduced to 3.5%.

The 3.5% employer-paid member contribution affects non-safety and safety managers differently because the total member contribution is different for non-safety and safety employees (8% and 9% respectively). Exhibit 2 that was attached to Resolution No. 2011-226 correctly stated that effective December 1, 2011, non-safety managers will begin paying 4.5% of the member contribution to retirement (the current 1% plus an additional 3.5%). A correction to Exhibit 2 is necessary to clarify that, effective December 1, 2011, safety managers will begin paying 5.5% of the member contribution to retirement (the current 1% plus an additional 4.5%).

The attached Exhibit 2, Section 3: Schedule of Benefits has been modified to correct this discrepancy.

FISCAL IMPACT:

This action has no fiscal impact.

DEPARTMENT CONTACT: Julie Clark 760-602-2440 julie.clark@carlsbadca.gov

FOR CITY CLERKS USE ONLY.					
COUNCIL ACTION:	APPROVED	<input type="checkbox"/>	CONTINUED TO DATE SPECIFIC	<input type="checkbox"/>	_____
	DENIED	<input type="checkbox"/>	CONTINUED TO DATE UNKNOWN	<input type="checkbox"/>	
	CONTINUED	<input type="checkbox"/>	RETURNED TO STAFF	<input type="checkbox"/>	
	WITHDRAWN	<input type="checkbox"/>	OTHER – SEE MINUTES	<input type="checkbox"/>	
	AMENDED	<input type="checkbox"/>			

ENVIRONMENTAL IMPACT:

The proposed action does not qualify as a "project" under the California Environmental Quality Act (CEQA) per State CEQA Guidelines Section 15378 as it does not result in a direct or reasonably foreseeable indirect physical change in the environment.

EXHIBITS:

1. Resolution No. 2011-265
2. Strike-out version of the Management Compensation and Benefits Plan

RESOLUTION NO. 2011-265

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
CARLSBAD, CALIFORNIA, CORRECTING A CLERICAL
ERROR TO EXHIBIT 2 OF RESOLUTION NO. 2011-226**

WHEREAS, the City Council took action on September 27, 2011 to approve Resolution No. 2011-226 which outlined changes to the terms and conditions of employment for management employees; and

WHEREAS, the Management Compensation and Benefits Plan, which was attached to Resolution No. 2011-226, included a clerical error that did not capture the intent of the City Council to reduce the employer paid member contribution to retirement for all management employees, including safety managers; and

WHEREAS, it is the desire of the City Council to have this discrepancy corrected.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Carlsbad, California, as follows:

1. That the above recitations are true and correct.

2. That the Management Compensation and Benefits Plan, attached as Exhibit 2, has been corrected to clarify that safety managers will begin paying 5.5% of the member contribution to retirement (the current 1% plus an additional 4.5%) effective December 1, 2011.

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PASSED, APPROVED AND ADOPTED at a Regular Meeting of the City Council
of the City of Carlsbad on the _____ day of _____,
2011, by the following vote:

AYES:

NOES:

ABSENT:

MATT HALL, Mayor

ATTEST:

LORRAINE M. WOOD, City Clerk
(SEAL)

MANAGEMENT COMPENSATION AND BENEFITS PLAN

SECTION 1: INTRODUCTION

This attachment constitutes the Management Compensation and Benefits Plan, which contains three parts: 1) an introduction, 2) a brief overview of how management performance will be evaluated and how compensation levels will be determined, and 3) a schedule of management benefits.

A. Definitions

1. Management Employees - Management employees are defined as those employees whose classifications are listed on the Management Salary Structure. Except as to those management employees subject to an applicable law, all management employees are considered "at-will" and have no property rights to their position. At will employment with the City may be terminated at any time by either party, with or without cause, for any reason or no reason whatsoever, and with or without advance notice. At will employees do not have the right to appeal.
2. Carlsbad Police Management Association - The City of Carlsbad recognizes the Carlsbad Police Management Association (CPMA) as the exclusive majority representative for the classifications of Police Lieutenant and Police Captain, pursuant to the petition for formal recognition submitted on January 24, 1983 and approved April 22, 1983, in accordance with the Carlsbad Municipal Code.
3. City Council Appointed Employees - The City Manager and City Attorney are hired by and responsible directly to the City Council. The salaries for these positions shall be set by the City Council. The City Manager and City Attorney will not be subject to the provisions of the Performance Management and Compensation program as outlined in Section 2 of this attachment. The schedule of management benefits (as outlined in Section 3 of this attachment) will apply to these positions, except as otherwise provided by the City Council.

SECTION 2: PERFORMANCE MANAGEMENT AND COMPENSATION SYSTEM OVERVIEW

The City Council has delegated its authority to the City Manager (and City Attorney, for management employees in the City Attorney's Office)¹ to administer a Performance Management and Compensation System for management employees, including CPMA represented employees, under the following general guidelines.

¹ Hereafter, all references to the City Manager include, with regard to management employees in the City Attorney's Office, the City Attorney.

The system is comprised of two major components:

- **Performance Management** - emphasizing an employee development approach to performance appraisal, comprised of:
 - ⇒ Alignment of individual contributions with organizational direction,
 - ⇒ Development and demonstration of competencies in the job, and
 - ⇒ Measurement of levels of accomplishment of goals
- **Compensation** - based on a market driven approach to compensation, comprised of:
 - ⇒ Market based salary structure
 - ⇒ Base pay
 - ⇒ Incentive Pay

PERFORMANCE MANAGEMENT

The Performance Management Cycle

The Performance Management Cycle coincides with the fiscal year and includes three separate phases: Performance Planning, Performance Update, and Performance Review.

Major Components of Performance Management

The two major components upon which a management employee's performance is based are:

- the development and demonstration of specific competencies, and
- the accomplishment of goals.

Management Competencies -

All management employees are reviewed and evaluated based on how well they can develop and demonstrate specific competencies. Competencies are the knowledge, skills, abilities, and behaviors that are essential to the success of each management employee.

Goals -

Goals describe how the individual's contribution links and aligns with their department's goals and objectives and ultimately with those of the City Council. Goals are set at the beginning of the performance management cycle, and employees are evaluated at the end of the cycle as to how well they accomplished their assigned tasks for the year.

Link to Compensation

An employee's performance, as evaluated against the selected competencies, is rewarded by a base pay adjustment. Base pay adjustments are ongoing and are added to the employee's annual salary. An employee's performance, as evaluated against the achievement of annual goals, is rewarded by an incentive award. Incentive payouts are one-time cash payments to an employee which do not recur automatically from time to time. Both the base pay increases and the incentive payments comprise the cash compensation available to management employees.

COMPENSATION

The Performance Management and Compensation System is based upon a market based approach to compensation, comprised of:

- A market based salary structure
- A base pay program based on the development and demonstration of competencies
- An incentive pay program based on the measurable achievement of specific goals

Market Based Salary Structure - Base Pay Program

The Management Salary Schedule, attached hereto as Attachment A, establishes a salary grade for each management classification. The City Manager is delegated authority to place employees at any salary within the range, as determined by the appointee's knowledge, skills and abilities. The area of the salary grade between the minimum and the bottom of the market range is intended for inexperienced new hires.

The Human Resources Department will conduct an annual survey of a reasonable number of comparable agencies in San Diego County. Job content, job classification and salary information on each City of Carlsbad classification will be compared with appropriate classifications in the comparator group. The City Council delegates to the City Manager the authority to assign job classifications to a specific salary grade, based on both benchmark salary information and internal relationships within the organization. Changes to the "minimum" and "market range" of each salary grade within this structure shall be approved by the City Council.

The City Council determines the budget amount to be spent on management base pay increases for each fiscal year, and the base pay increase percentages will be determined after all of the performance ratings have been determined. All base pay increases are prospective. Management employees whose current salary is above the maximum of the market range for their assigned salary grade shall continue to be paid at that base rate until their salary falls within the market range, and until such time shall not be eligible for base pay increases.

For 2011, the City Council has determined that Management employees will receive a 3 percent salary increase, beginning the pay period that includes December 1, 2011, except as noted below:

- Employees whose most recent performance evaluation documented a below standard level of performance will not receive an increase.
- Employees whose salaries are already at the top of the salary range for their position will receive a one-time payment equal to 3 percent of their salary, but no salary increase.
- Employees whose salaries are within 1 or 2 percentage points of the top of the salary range for their position will receive a salary increase to the top of the salary range and the remaining amount as a one-time payment.

INCENTIVE PAY PLAN

The Incentive Pay plan is provided in addition to the Base Pay plan.

All management employees are eligible for incentive pay, regardless of their position in the salary range. All management employees' salary above base pay is unfixed and uncertain until completion of the evaluation and award process annually, in which the incentive portion, if any, is determined for each management employee.

Employees earn the incentive based on their achievement of goals established during the performance management process. For each goal, achievement is rated based on one of two performance levels: Threshold or Target.

Unlike base pay increases which are determined at the end of the performance management cycle, the potential incentive percentages will be made public at the beginning of the performance review cycle. Incentive awards are expressed as a percentage of base pay. The City Council will determine the annual amount to be budgeted for management incentive pay, and an Incentive Pay matrix will be distributed to all management employees. This matrix will change from time to time based on the City's economics, market data, and demographics. At the end of the fiscal year and upon completion of the review process, incentive awards will be granted to employees based on their level of goal accomplishment during the performance management cycle. No management employee shall be awarded incentive compensation in an amount greater than 10% of that employee's base salary.

The City Manager will periodically provide the City Council with progress reports on the operation of the Performance Management and Compensation System.

SECTION 3: SCHEDULE OF BENEFITS

Life Insurance

All management employees shall receive City paid life insurance in an amount equal to two times the basic yearly earnings. To determine benefits, the amount of insurance is rounded to the next higher \$1,000 multiple, unless the amount equals a \$1,000 multiple. Supplemental Life, at

an amount equal to City paid life insurance, is available at the employee's cost. Dependent life is also available at the employee's cost.

Former CMWD management employees shall receive Group Term Life Insurance, Accidental Death and Dismemberment, and Dependent Life Insurance as contained in their *Individual Agreement*.

Retirement

All management employees shall participate in the California Public Employees' Retirement System (CalPERS). The specific retirement formula applied will be determined based on whether the position is deemed safety or miscellaneous. All positions not deemed eligible for safety retirement will be deemed miscellaneous under the CalPERS system. Optional benefits unique to the City of Carlsbad's contract with CalPERS are outlined in the Coverage Key of the CalPERS Procedures Manual. A copy of this manual is kept on file in the Human Resources Department.

Retirement Contribution

- A. All management employees, other than management employees who are considered fire safety employees, shall have all seven percent (7%) of their portion of the retirement contribution to the California Public Employees' Retirement System paid by the City until the pay period that includes January 1, 2005. The specific retirement formula applied will be determined based on whether the position is deemed safety or miscellaneous. All positions not deemed eligible for safety retirement will be deemed miscellaneous under the CalPERS system.

Management employees who are considered fire safety employees are eligible for the same retirement benefit formula and are subject to the same retirement provisions described in the City of Carlsbad CalPERS safety contract as those provided to employees represented by the Carlsbad Firefighters' Association, Inc. For sworn fire management employees, the City will contract with the California Public Employees' Retirement System (CalPERS) to provide the "3% @ 50" retirement benefit effective the pay period inclusive of January 1, 2004. Effective the pay period inclusive of January 1, 2004, the City will pay on behalf of all sworn fire management employees eight percent (8%) of the employee's retirement contribution to CalPERS. Effective the pay period inclusive of January 1, 2004, each sworn fire management employee will pay the additional one percent (1%) employee retirement contribution to CalPERS. The one percent employee retirement contribution will be made on a pre-tax basis. A two-tier retirement plan will apply to all sworn members entering membership for the first time in a City of Carlsbad fire safety classification on or after October 4, 2010. The terms of the second tier shall include the following:

- a. 2% @ 50 formula
- b. 3-year Final Average Earnings (FAE) for final compensation calculation

- B. Effective January 1, 2005, the City will contract with CalPERS to provide the “3% @ 60” retirement benefit for Management employees who are considered miscellaneous. Effective the pay period inclusive of January 1, 2005, the City will pay on behalf of all miscellaneous management employees seven percent (7%) of the employee’s retirement contribution to CalPERS. Effective the pay period inclusive of January 1, 2005, each miscellaneous management employee will pay the additional one percent (1%) employee retirement contribution to CalPERS. This one percent employee retirement contribution will be made on a pre-tax basis by implementing provisions of section 414(h)(2) of the Internal Revenue Code (IRC).
- C. Reduction in Employer-Paid Member Contributions (EPMC): Effective with the first payroll period including December 1, 2011, the 7% EPMC referenced in ~~section B~~ above shall be reduced to 3.5% for all management employees. First tier non-safety employees shall make employee contributions of 4.5% through payroll deductions. Since the statutory employee contribution for Second tier non-safety employees (as described below) is 7%, those employees shall make employee contributions of 3.5% through payroll deductions. All safety employees shall make employee contributions of 5.5% through payroll deductions. The employee retirement contribution will be made on a pre-tax basis by implementing provisions of section 414(h)(2) of the Internal Revenue Code (IRC).
- D. Second tier of retirement benefits for employees hired after November 27, 2011: The City shall amend its contract with CalPERS pursuant to Government Code Section 20475 to provide a second tier of retirement benefits for all employees hired after November 27, 2011 or as soon as administratively possible thereafter. The second tier shall have the following key components:
- a. Retirement Formula shall be 2% @ 60 (Government Code Section 21353); and three year average final compensation (Government Code Section 20037).

Management Leave

Management employees are exempt from overtime requirements under the Fair Labor Standards Act. Fire Battalion Chiefs are exempt from overtime requirements under FLSA, however, Fire Battalion Chiefs that are required to work a 24-hour shift/112 hours per bi-weekly pay period schedule are paid straight time for overtime when they are covering the duty for a Battalion Chief on leave. Management employees in the City are paid on a salary basis versus an hourly basis. Pursuant to FLSA regulation 29 CFR Section 541.5d, the City can make deductions from salary or leave accounts for partial day absences for personal reasons or sickness because the City has a policy and practice of requiring its employees to be accountable to the public that they have earned their salaries. A partial day absence is an absence of less than the employee's regular work day. Pursuant to FLSA regulation 29 CFR Section 541.118 (a)(2) and (a)(3), the City may make salary or leave reductions based upon full day absences.

Partial day or full day absences shall be first charged against the exempt employee's vacation, sick, or executive leave account. In the event the exempt employee does not have sufficient time

in his/her leave account to cover the absence, deductions without pay will be made on full days only.

- Vacation

All management employees (except Fire Battalion Chiefs that work 112 hours per bi-weekly pay period) shall earn vacation on the following basis:

- Beginning with the first (1st) working day through the completion of five (5) full calendar years of continuous service - 80 hours/year (3.08 hours biweekly).
- Beginning the sixth (6th) year of employment through the completion of ten (10) full calendar years of continuous service - 120 hours/year (4.62 hours biweekly).
- Beginning the eleventh (11th) year of employment through the completion of eleven (11) full calendar years of continuous service - 128 hours/year (4.92 hours biweekly).
- Beginning the twelfth (12th) year of employment through the completion of twelve (12) full calendar years of continuous service - 136 hours/year (5.23 hours biweekly).
- Beginning the thirteenth (13th) year of employment through the completion of thirteen (13) full calendar years of continuous service - 144 hours/year (5.54 hours biweekly).
- Beginning the fourteenth (14th) year of employment through the completion of fifteen (15) full calendar years of continuous service - 152 hours/year (5.84 hours biweekly).
- Beginning the sixteenth (16th) year of continuous employment, vacation time shall be accrued, and remain at a rate of 160 hours for every full calendar year of continuous employment thereafter (6.15 hours biweekly).

Management employees with comparable service in local government agencies may be granted credit for such service for the purpose of computing vacation at the discretion of the City Manager. All management employees shall be permitted to earn and accrue up to and including three hundred and twenty (320) hours of vacation, and no employee will be allowed to earn and accrue vacation hours in excess of the three hundred and twenty (320) hour maximum.* The City Manager shall be responsible for the granting of vacation to all management personnel, except in the case of the City Attorney's Office, where the City Attorney shall be responsible for granting vacation.

* If there are unusual circumstances that would require an employee to exceed the vacation accrual maximum, he/she must submit a request in writing to the Department Head and the City

Manager. The Department Head and the City Manager may grant such a request if it is in the best interest of the City. Requests will be handled on a case-by-case basis and will be considered only in extreme circumstances.

Former CMWD management employees shall earn and accrue vacation up to and including the maximum as contained in their *Individual Agreement*. Fire Battalion Chiefs that work a 112 hours per bi-weekly pay period shall earn and accrue vacation up to and including the maximum commensurate with Carlsbad Firefighters' Association (CFA) represented employees that work 112 hours per bi-weekly pay period.

- Vacation Conversion

Each December, management employees will be allowed to voluntarily convert up to 80 hours of accrued vacation to cash, provided that they have used 80 hours of vacation during the prior calendar year as defined by the 26 pay periods in that calendar year. Fire Battalion Chiefs that work 112 hours per bi-weekly pay period will be allowed to voluntarily convert up to 112 hours of accrued vacation to cash, provided that they have used 112 hours of vacation during the prior calendar year as defined by the 26 pay periods in that calendar year.

- Executive Leave

All management personnel, except former CMWD management employees, shall receive 56 hours per fiscal year for executive leave. The 56 hours will be credited at the beginning of each fiscal year to individual leave balances. This leave must be used within the same fiscal year.

The City Manager is authorized to provide ten (10) additional hours of executive leave per year to any management employee who is required to work extended hours due to emergencies such as fires, storms, floods, or other emergencies.

- Sick Leave

Twelve (12) days of sick leave are accrued per year. Accumulation is unlimited (employees cannot receive payment for unused sick leave). Fire Battalion Chiefs that work 112 hours per bi-weekly pay period shall accrue sick leave commensurate with CFA represented employees that work at 112 hours per bi-weekly pay period.

- Bereavement Leave

An employee may use up to an equivalent of three work days of paid leave if required to be absent from duty due to the death of a member of the employee's immediate family. Additional time off may be authorized by the Department Head and charged to accrued vacation or sick leave or treated as leave without pay.

The “immediate family” shall be defined as: spouse, child, parent, sibling, grandparents, grandchild, registered domestic partner; the aforementioned either natural, legally adopted, step or in-law, or any person over which the employee acts as legal guardian, or a verifiable current member of the immediate household.

The employee may be required to submit proof of relative’s death before final approval of leave with pay is granted.

- Leave of Absence

1. Leave of Absence Without Pay

- A. General Policy

Any employee may be granted a leave of absence without pay pursuant to the recommendation of his/her Department Head and the approval of the City Manager.

A leave without pay may be granted for any of the following reasons:

1. Illness or disability.
2. To take a course of study which will increase the employee’s usefulness on return to his/her position in the City service.
3. For personal reasons acceptable to the City Manager and Department Head.

- B. Authorization Procedure

Requests for leave of absence without pay shall be made upon forms prescribed by the City Manager and shall state specifically the reason for the request, the date when the leave is desired to begin, the probable date of return, and the agreement to reimburse the City for any benefit premiums paid by the City during the leave of absence. The request shall normally be initiated by the employee, but may be initiated by his/her Department Head, and, upon written recommendation of the Department Head that it be granted, modified or denied, shall be promptly transmitted to the City Manager. A copy of any approved request for leave of absence without pay shall be delivered promptly to the Directors of Finance and Human Resources.

- C. Length of Leave and Extension

A leave of absence without pay may be made for a period not to exceed six months, unless otherwise approved by the City Manager. The procedure for granting extensions shall be the same as that in granting the original leave provided that the request for extension is made no later than fourteen (14) calendar days prior to the expiration of the original leave.

D. Return From Leave

When an employee intends to return from an authorized leave of absence without pay either before or upon the expiration of such leave, he/she shall contact his/her Department Head at least fourteen (14) calendar days prior to the day he/she plans to return. The Department Head shall promptly notify the City Manager of the employee's intention. The employee shall return at a rate of pay not less than the rate at the time the leave of absence began.

E. Effect of Leave Without Pay

An employee shall utilize all his/her vacation, and/or sick leave (if applicable) prior to taking an authorized leave of absence without pay.

A prorata reduction of normal annual vacation and sick leave accruals shall be applicable to an approved absence without pay. Any absence without pay constitutes a break of continuous service with the City. The granting of any leave without pay exceeding two full scheduled pay periods shall cause the employee's salary anniversary date and calculation of full-time continuous service to be extended by the number of calendar days for which such leave has been granted less the first two full pay periods of such leave.

An employee's accumulation of sick leave and vacation leave will cease after the completion of two (2) full scheduled pay periods in which the employee has not received compensation due to a leave of absence without pay. Accrual will be reinstituted beginning the first day of the first full pay period after the employee has returned to work.

F. Leave Without Pay - Insurance Payments and Privileges

An employee on leave without pay may continue his/her City insurance benefits by reimbursing the City for the costs of insurance on a monthly basis during the period of the leave. Failure to reimburse the City for such benefits during the term of a

leave of absence will result in the employee's coverage terminating on the first day following the month in which the last payment was received.

An employee on leave of absence without pay shall not have all of the privileges granted to regular employees.

- Pregnancy Disability Leave

An employee disabled by pregnancy shall be allowed to utilize a combination of accrued sick leave and vacation time and leave without pay to take a leave for a reasonable period of time, not to exceed four months. An employee shall utilize all accrued leave prior to taking leave without pay. Reasonable period of time means that period during which the employee is disabled on account of pregnancy, childbirth, or related conditions.

An employee who plans to take a leave pursuant to this article shall give the City reasonable notice of the date the leave shall commence and the estimated duration of the leave.

- Family and Medical Leave of Absence (FMLA)

An employee may be granted a FMLA of up to 12 weeks in a 12 month period for one or more of the following reasons:

- for the birth/placement of a child for adoption or foster care,
- to care for an immediate family member with a serious health condition, or
- to take medical leave when the employee is unable to work because of a serious condition.

FMLA may be paid or unpaid and may be granted concurrently and in conjunction with other leave and benefit provisions. Specific details regarding the provisions of this leave are available by contacting the Human Resources Department.

- Military Leave

Military leave shall be authorized in accordance with the provisions of State and Federal law. The employee must furnish satisfactory proof to his/her Department Head, as far in advance as possible, that he/she must report to military duty.

- Jury Duty

When called to jury duty, an employee shall be entitled to his/her regular compensation. Employees released early from jury duty shall report to their supervisor for assignment for the duration of the shift. Employees shall be entitled to keep mileage reimbursement paid while on jury duty.

A Department Head may, at his/her sole discretion, contact the court and request an exemption and/or postponement of jury service on behalf of an employee.

Employees released early from jury duty shall report to their supervisor for assignment for the duration of the work day. At the discretion of the supervisor, an employee may be released from reporting back to work if an unreasonable amount of the work day remains in light of travel time to the job site after release.

Health Insurance for Retirees

Effective January 1, 2001, management employees will be covered by the Public Employees' Medical and Hospital Care Act and will be eligible to participate in the California Public Employees' Retirement System (CalPERS) Health Program. Management employees who retire from the City, either service or disability, shall be eligible to continue their enrollment in the CalPERS Health Program when they retire, provided that the individual is enrolled or eligible to enroll in a CalPERS medical plan at the time of separation from employment and their effective date of retirement is within 120 days of separation. The City will contribute the minimum

amount per month required under Government Code Section 22892 of the PEMHCA toward the cost of each retiree's enrollment in the CalPERS Health Program. Direct authorization may be established for automatic deduction of payments for health insurance administered by CalPERS.

Employees who retire from the City, either service or disability, shall be eligible to continue to participate in the City's dental and/or vision insurance programs. The cost of such dental and/or vision insurance for the employee and eligible dependents shall be borne solely by the employee. The City shall not charge the COBRA administrative cost to the retirees.

In order to qualify for this benefit, the retiree must have a minimum of five (5) years of City service and be a minimum of fifty (50) years old.

The retiree must make arrangements with the City to prepay his/her monthly premiums for dental and/or vision insurance and must keep such payments current to ensure continued coverage.

Sick Leave Conversion

Any management employee who has accrued and maintains a minimum of one hundred (100) hours of sick leave shall be permitted to convert up to twelve (12) days of sick leave and uncompensated sick leave to vacation at a ratio of three (3) sick leave days per one (1) day of vacation. The sick leave conversion option will be provided during the first week of each fiscal year. Conversion can only be made in increments of full day vacation days. Employees will not

be allowed to convert sick leave to vacation if such conversion would put them over the vacation accrual maximum.

Former CMWD management employees per their *Individual Agreement*, have the option to sell back 100% of accumulated sick leave in excess of 250 hours at their current rate. The City, at its discretion, may purchase any accumulated sick leave from any of these referenced management employees at the current rate.

Separation Compensation

All management employees involuntarily separated from the City service due to budget cutbacks, layoffs, contracting out of service or for other reasons not due to misconduct which would justify involuntary separation shall receive one month's salary computed at the employee's actual salary at the time of separation.

Holidays

All management employees shall be paid holidays in accordance with the schedule of eleven (11) holidays and one (1) floating holiday, as established by the City Council. Fire Battalion Chiefs are subject to the same holiday schedule that is outlined for management employees. However, they are compensated for holidays in the same manner as CFA represented employees that work 112 hours per bi-weekly pay period. The floating holiday may be used at the discretion of the employee with prior approval of the Department Head.

The scheduled paid holidays that will be official City holidays shall be as follows:

New Year's Day	Columbus Day
Martin Luther King's Birthday	Veteran's Day
Presidents' Day	Thanksgiving Day
Memorial Day	Thanksgiving Friday
Independence Day	Christmas Day
Labor Day	One (1) Floating Holiday

Health Benefits

Management employees will participate in a flexible benefits program which includes medical insurance, dental insurance, vision insurance and flexible spending accounts (FSAs). Each of these components is outlined below.

Medical Insurance

Management employees will be covered by the Public Employees' Medical and Hospital Care Act (PEMHCA) and will be eligible to participate in the California Public Employees' Retirement System (CalPERS) Health Program. The City will pay on behalf of all management employees and their eligible dependents and those retirees mentioned in the section of this document titled, "Health Insurance for Retirees," the minimum amount per month required under Government Code Section 22892 of the PEMHCA for medical insurance through the California

Public Employees' Retirement System (CalPERS). If electing to enroll for medical benefits, the employee must select one medical plan from the variety of medical plans offered.

Effective January 1, 2011, the City will contribute the following monthly amounts (called "Benefits Credits") on behalf of each active management employee and eligible dependents toward the payment of 1) medical premiums under the CalPERS Health Program, 2) contributions in the name of the employee to the City's flexible spending account(s), 3) contributions of some or all of the premium for dental coverage or vision coverage:

- (a) For employees with "employee only" coverage, the City shall contribute five hundred thirty (\$530) per month that shall include the mandatory payments to CalPERS. If the actual total premiums exceed the City's total contributions, the employee will pay the difference.
- (b) For employees with "employee plus one dependent" coverage, the City shall contribute one thousand eleven dollars (\$1,011) per month that shall include the mandatory payments to CalPERS. If the actual total premiums exceed the City's total contributions, the employee will pay the difference.
- (c) For employees with "employee plus two or more dependents" coverage, the City shall contribute one thousand three hundred twenty-eight dollars (\$1,328) per month that shall include the mandatory payments to CalPERS. If the actual total premiums exceed the City's total contributions, the employee will pay the difference.

Effective January 1, 2012, the City will contribute the following monthly amounts (called "Benefits Credits") on behalf of each active management employee and eligible dependents toward the payment of 1) medical premiums under the CalPERS Health Program, 2) contributions in the name of the employee to the City's flexible spending account(s), 3) contributions of some or all of the premium for dental coverage or vision coverage:

- (a) For employees with "employee only" coverage, the City shall contribute five hundred forty-one (\$541) per month that shall include the mandatory payments to CalPERS. If the actual total premiums exceed the City's total contributions, the employee will pay the difference.
- (b) For employees with "employee plus one dependent" coverage, the City shall contribute one thousand thirty-two dollars (\$1,032) per month that shall include the mandatory payments to CalPERS. If the actual total premiums exceed the City's total contributions, the employee will pay the difference.
- (c) For employees with "employee plus two or more dependents" coverage, the City shall contribute one thousand three hundred fifty-six dollars (\$1,356) per month that shall include the mandatory payments to CalPERS. If the actual total premiums exceed the City's total contributions, the employee will pay the difference.

Under no circumstances will any unused Benefits Credits as outlined above be paid to the employee in cash. If the amount contributed by the City (Benefits Credits) exceeds the cost of the medical and dental insurance purchased by the employee, the employee will have the option of using any "excess credits" to purchase vision insurance or to contribute to a healthcare or dependent care flexible spending account (FSA).

Dental Insurance

Management employees will be eligible to enroll in a City-sponsored dental plan. Should an employee elect to enroll for medical benefits, he/she must also enroll in dental coverage at the same coverage level (employee only, employee plus one dependent, employee plus two or more dependents) as medical insurance.

Vision Insurance

Management employees will be eligible to enroll in a City-sponsored vision insurance plan. Employees may elect to purchase vision insurance or to opt out of the vision insurance program. If the decision is made to purchase vision insurance, a management employee may purchase vision insurance at any level of coverage (employee only, employee plus one dependent, employee plus two or more dependents).

Opt Out Provision

Management employees who do not wish to participate in the CalPERS Health Program will have the choice of opting out of the City's medical insurance program, provided they can show that they are covered under another insurance program.

Effective January 1, 2011, employees who elect this option will be given a reduced City contribution amount (Benefits Credits) of two hundred eighty-eight dollars (\$288) per month, that shall include the mandatory payments to CalPERS, to be used toward the purchase of dental insurance, vision insurance, or as a contribution to a flexible spending account. The City contribution amount of two hundred eighty-eight dollars (\$288) per month will be granted to any employee who elects to opt out of the CalPERS Health Program, regardless of the employee's level of coverage (employee only, employee plus one dependent, employee plus two or more dependents).

Effective January 1, 2012, employees who elect this option will be given a reduced City contribution amount (Benefits Credits) of two hundred ninety-four dollars (\$294) per month, that shall include the mandatory payments to CalPERS, to be used toward the purchase of dental insurance, vision insurance, or as a contribution to a flexible spending account. The City contribution amount of two hundred ninety-four dollars (\$294) per month will be granted to any employee who elects to opt out of the CalPERS Health Program, regardless of the employee's level of coverage (employee only, employee plus one dependent, employee plus two or more dependents).

Under no circumstances will any unused Benefits Credits as outlined above be paid to the employee in cash.

Former CMWD management employees shall receive Medical, Dental and Vision, and Retiree Medical as contained in their *Individual Agreement*.

Annual Physical Examination and/or Physical Fitness Testing

All management employees, excluding former CMWD management employees, shall be eligible for reimbursement of up to the amount of four hundred fifty dollars (\$450) during each fiscal year to pay the cost of an employee's annual physical examination and/or physical fitness testing.

The annual physical examination may be completed by a physician of the employee's choice. Each employee claiming reimbursement shall be required to submit original receipts to the Human Resources Department in lieu of submitting them to the insurance company for payment.

The annual physical examination offered to management employees provides physical fitness testing and information regarding lifestyle changes that promote optimum health. Program components include, but are not limited to: Computerized Heart Risk Profile, Complete Blood Profile, Nutritional Assessment, Diet Program, Body Measurements, Lung Assessment, Consultations, etc.

Long-Term Disability Insurance (LTD)

Long-term disability is available for all management personnel (except management personnel who are considered fire safety employees) after 30 days of disability. The LTD premium cost is paid by the City.

Former CMWD management employees shall receive LTD benefits as contained in their *Individual Agreement*.

Accidental Death and Dismemberment

This is a voluntary program available to any employee who chooses to participate. Employees may select among various levels of coverage which cover accidents and death. The City will pay one-third (1/3) of the cost, the employee pays two-thirds (2/3) and 100% of dependent coverage.

Deferred Compensation

The City shall provide deferred compensation plan(s) which may be utilized by any management employee. The City reserves the right to accept or reject any particular plan and to impose specific conditions upon the use of any plan.

The City agrees to work with the City's deferred compensation provider (currently ICMA Retirement Corporation) to implement a personal loan provision for all management employees as soon as administratively possible. It is acknowledged that the City will assist in the administrative set-up of this benefit but that the City has no liability if an employee should default on the repayment of such a loan.

Former CMWD management employees may voluntarily participate in the Deferred Compensation Plan as contained in their *Individual Agreement*. The City matches former CMWD employee contributions up to a maximum of 7.5% of the employee's earnings.

Drug and Alcohol Policy

It is the policy of the City of Carlsbad to provide a work environment free from the effects of drugs and alcohol consistent with the directives of the Drug Free Workplace Act. This policy is applicable to all employees covered by the Management Compensation and Benefits Plan. A copy of this policy is available in the Human Resources Department.

As a provision of this policy, the City provides a voluntary Employee Assistance Program (EAP) to assist employees who seek help for substance abuse or other personal problems affecting work or family life. This program is available to employees and their family members and offers 24-hour access to confidential professional EAP assistance for emergency or urgent situations. For more specific information, contact the Human Resources Department or visit the City's intranet site.

Reporting Value of Uniforms to CalPERS

Effective May 31, 2010, all fire management employees who are required to wear City-provided uniforms will have the amount of \$17.31 reported to CalPERS bi-weekly as special compensation related to the monetary value of the required uniforms, excluding boots.



CITY OF CARLSBAD - AGENDA BILL

AB#	20,736	REPORT ON CITY INVESTMENTS	DEPT. HEAD
MTG.	11/8/11	AS OF SEPTEMBER 30, 2011	CITY ATTY.
DEPT.	TRS		CITY MGR.

RECOMMENDED ACTION:

Accept and file report.

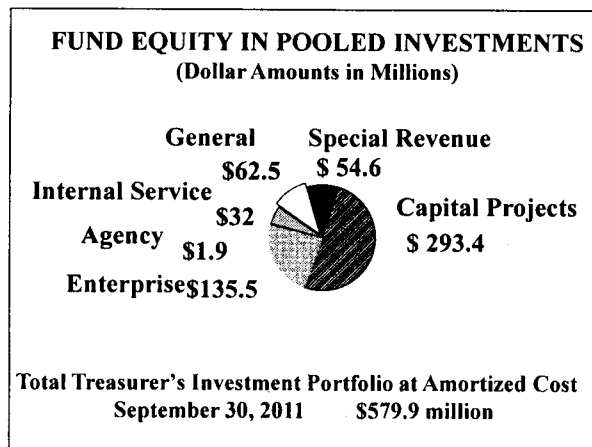
ITEM EXPLANATION:

The City's Investment Policy requires the City Treasurer to report to the City Council on a monthly basis the status of the City's pooled investment portfolio. A quarterly report is also required for the investments of bond proceeds held separately. The City's pooled investment portfolio as of the month ended September 30, 2011 is summarized below.

Pooled Investment Portfolio (Cash and Securities)		
	Current Month	Prior Month
Par Value	577,413,874	575,024,868
Cost of Investments	583,401,174	581,094,248
Amortized Cost (1)	579,868,637	577,362,020
Market Value (2)	585,168,084	583,762,721

- (1) The cost of investments adjusted for amortized premiums and discounts.
- (2) The amount at which the investments could be sold. Source of market values is Union Bank of California's custodial report as of 9/30/11.

The equity portion of the various funds in the total portfolio is summarized in the graph below. Fund balances are restricted for various purposes. See Exhibit 8 for a more detailed breakdown.



FOR CITY CLERKS USE ONLY.

COUNCIL ACTION:	APPROVED	<input type="checkbox"/>	CONTINUED TO DATE SPECIFIC	<input type="checkbox"/>
	DENIED	<input type="checkbox"/>	CONTINUED TO DATE UNKNOWN	<input type="checkbox"/>
	CONTINUED	<input type="checkbox"/>	RETURNED TO STAFF	<input type="checkbox"/>
	WITHDRAWN	<input type="checkbox"/>	OTHER – SEE MINUTES	<input type="checkbox"/>
	AMENDED	<input type="checkbox"/>		

DEPARTMENT CONTACT: Nancy Sullivan (760) 602-2473 Nancy.Sullivan@carlsbadca.gov

Pooled Investment Interest Income			
	Current Month FYTD	Prior Month FYTD	Current Month Income
Cash Income Fiscal Year-to-Date *	3,459,031	2,316,354	1,142,677

*The cash income received is adjusted for any accrued interest purchased.

Pooled Investment Performance/M Measurement			
	Average Life (Years)	Average Yield To Maturity	Modified Duration
July 2011	1.95	1.92%	1.865
August 2011	1.93	1.87%	1.853
September 2011	2.05	1.78%	1.965

All pooled investments have been made in accordance with the City's Investment Policy adopted January 2, 1985 and last revised June 21, 2011. All investments were initially made in accordance with the City's Investment Policy. Events subsequent to the purchase might have resulted in some investments not being in compliance with the current policy. These events are typically a change in the City's Investment Policy, a change in the credit rating subsequent to a purchase, or a temporary reduction in total portfolio assets. See Exhibit 9 for details.

The pooled investment portfolio has the ability to meet the City's cash flow demands for the next six (6) months.

Investment Portfolio for Bond Proceeds		
	Current Quarter	Prior Quarter
Par Value	17,735,893	17,634,669
Cost	17,735,893	17,634,669

EXHIBITS FOR POOLED INVESTMENTS:

1. Investment Portfolio Breakdown By Amortized Cost, Market Value, Cash Income, and Average Yield
2. Investment Portfolio Breakdown Of Maturities
3. Yield Comparison Graph
4. Market Yield Curve
5. Cumulative Cash Income Graph
6. First Quarter Transactions

7. Detailed Investment Report
8. Fund Equity in Pooled Investments
9. Corporate Note and Commercial Paper Ratings
10. Percentage Weightings By Corporate Note Issuer

EXHIBIT FOR INVESTMENTS OF BOND PROCEEDS HELD SEPARATELY:

11. Detailed Investment Report – Quarterly Report

EXHIBIT FOR SUMMARY OF OUTSTANDING HOUSING LOANS:

12. Detail Of Outstanding Housing Loans – Quarterly Report

**CITY OF CARLSBAD INVESTMENT PORTFOLIO
AS OF SEPTEMBER 30, 2011**

BREAKDOWN BY AMORTIZED COST, MARKET VALUE, CASH INCOME, AND AVERAGE YIELD BY CLASS

<u>Class</u>	<u>AMORTIZED COST</u>		<u>MARKET VALUE</u>		<u>Cash Income Year to Date</u>	<u>AVERAGE YIELD</u>	
	<u>Current Month</u>	<u>Prior Month</u>	<u>Current Month</u>	<u>Prior Month</u>		<u>Current Month</u>	<u>Prior Month</u>
CD	3,475,000	1,736,000	3,461,645	1,727,444	0	1.10	1.15
FN	16,735,321	16,707,850	16,965,885	16,972,274	0	1.85	1.85
CP	0	0	0	0	0	0.00	0.00
TR	10,026,394	13,029,546	10,116,350	13,133,530	71,250	1.03	1.03
FA	343,677,352	344,632,566	347,486,202	349,126,569	2,551,336	1.96	2.07
CN	83,503,696	80,955,190	84,687,128	82,502,036	713,751	3.20	3.35
LAIF	116,974,000	117,852,000	116,974,000	117,852,000	122,307	0.39	0.39
CUSTODY	2,028,312	625	2,028,312	625	4	0.00	0.00
SWEEP	2,537,556	1,439,350	2,537,556	1,439,350	383	0.05	0.05
BANK ACCT	911,006	1,008,894	911,006	1,008,894	0	0.05	0.05
TOTALS	\$579,868,637	\$577,362,020	\$585,168,084	\$583,762,721	3,459,031	1.78%	1.87%

CD - Certificate of Deposit
FN - Federal Discount Notes
CP - Corporate Paper

TR - US Treasury
FA - Federal Agency
CN - Corporate Notes

LAIF - Local Agency Investment Fund
Custody - Investment Cash account
SWEEP - General Fund Overnight Cash account
Bank Account - General Fund Cash account

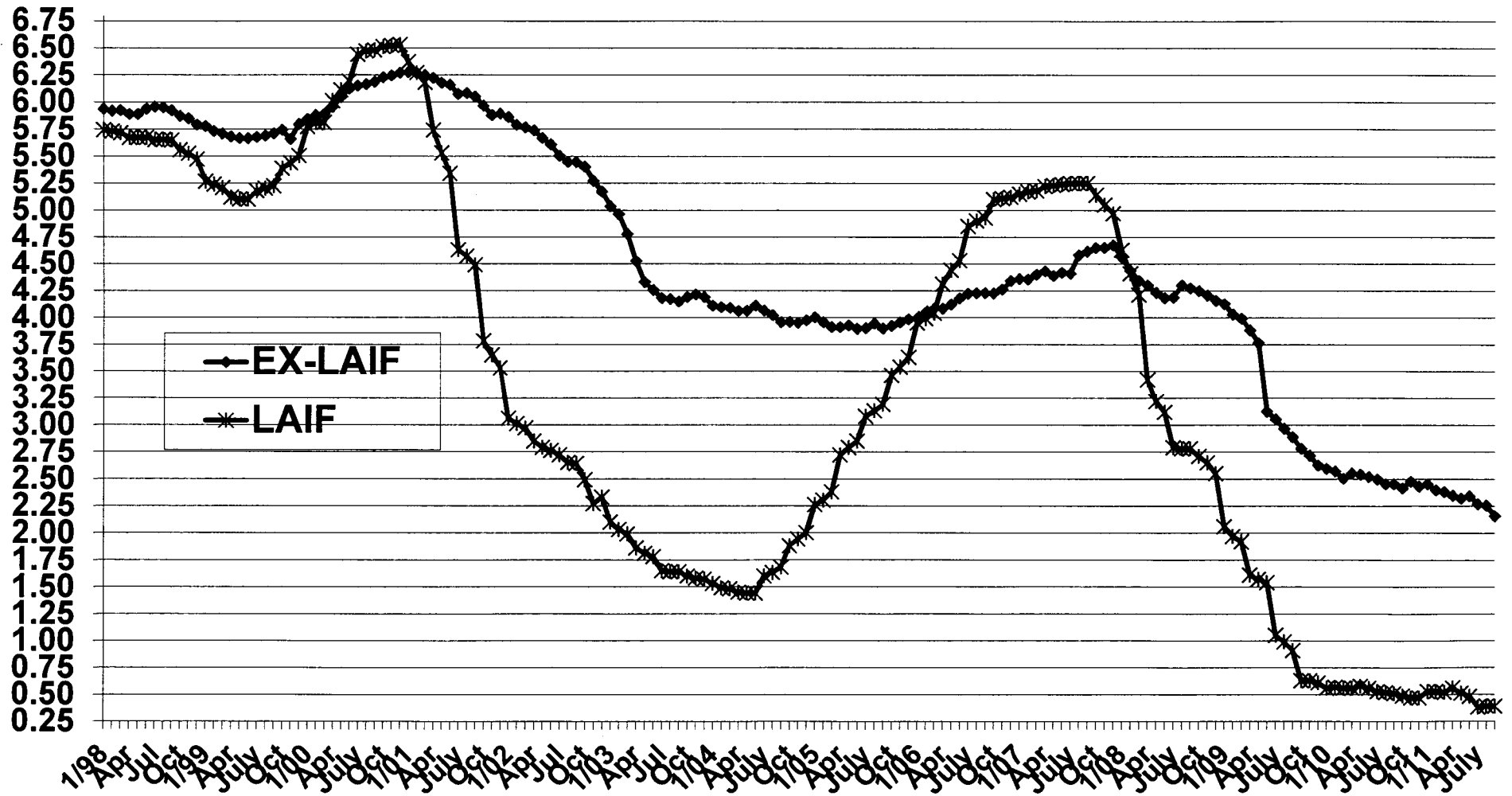
BREAKDOWN OF MATURITIES BY CLASSIFICATION AND LENGTH OF TIME

Total within One Year	\$252,951,051 (1)
	43.4%

EXHIBIT 2

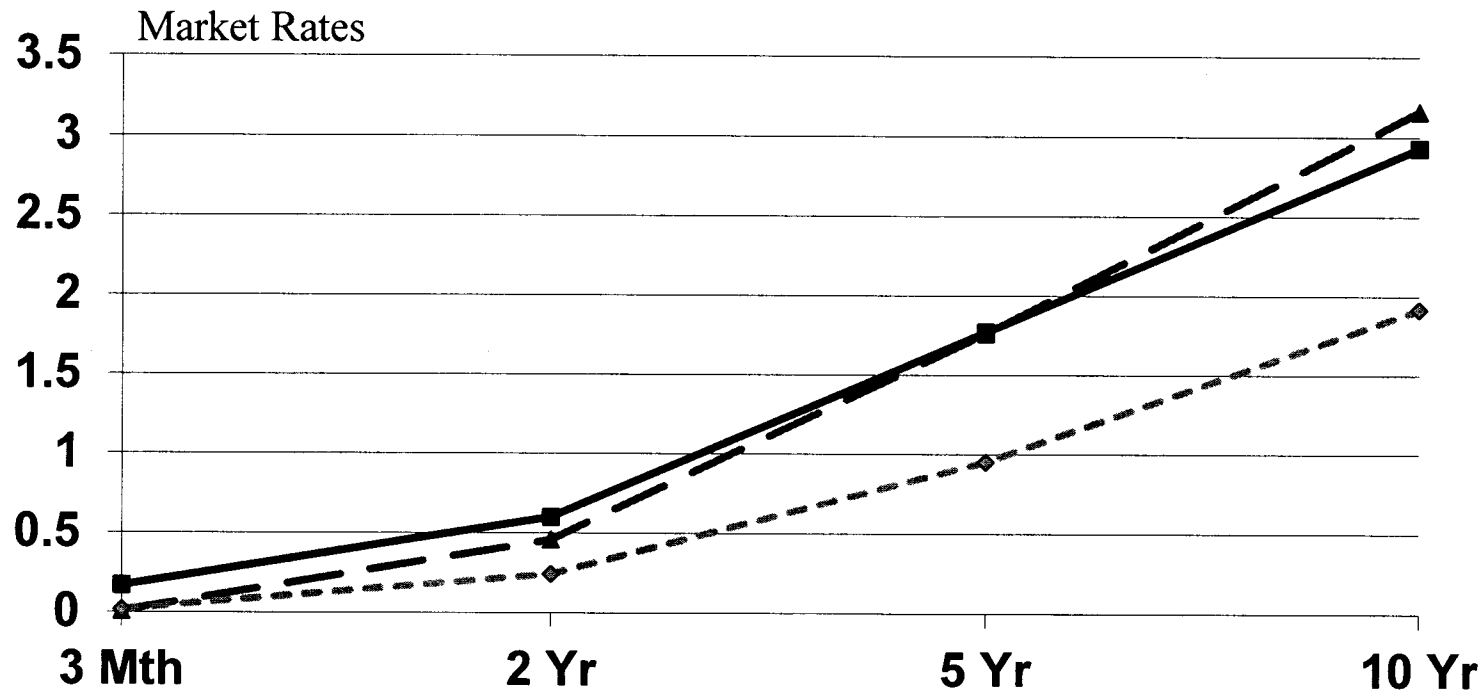
YIELD COMPARISON

PORTFOLIO EX-LAIF VS. LAIF
JULY 1998 – SEPTEMBER 2011



MARKET YIELD CURVE

6/30/10, 6/30/11, 9/30/11

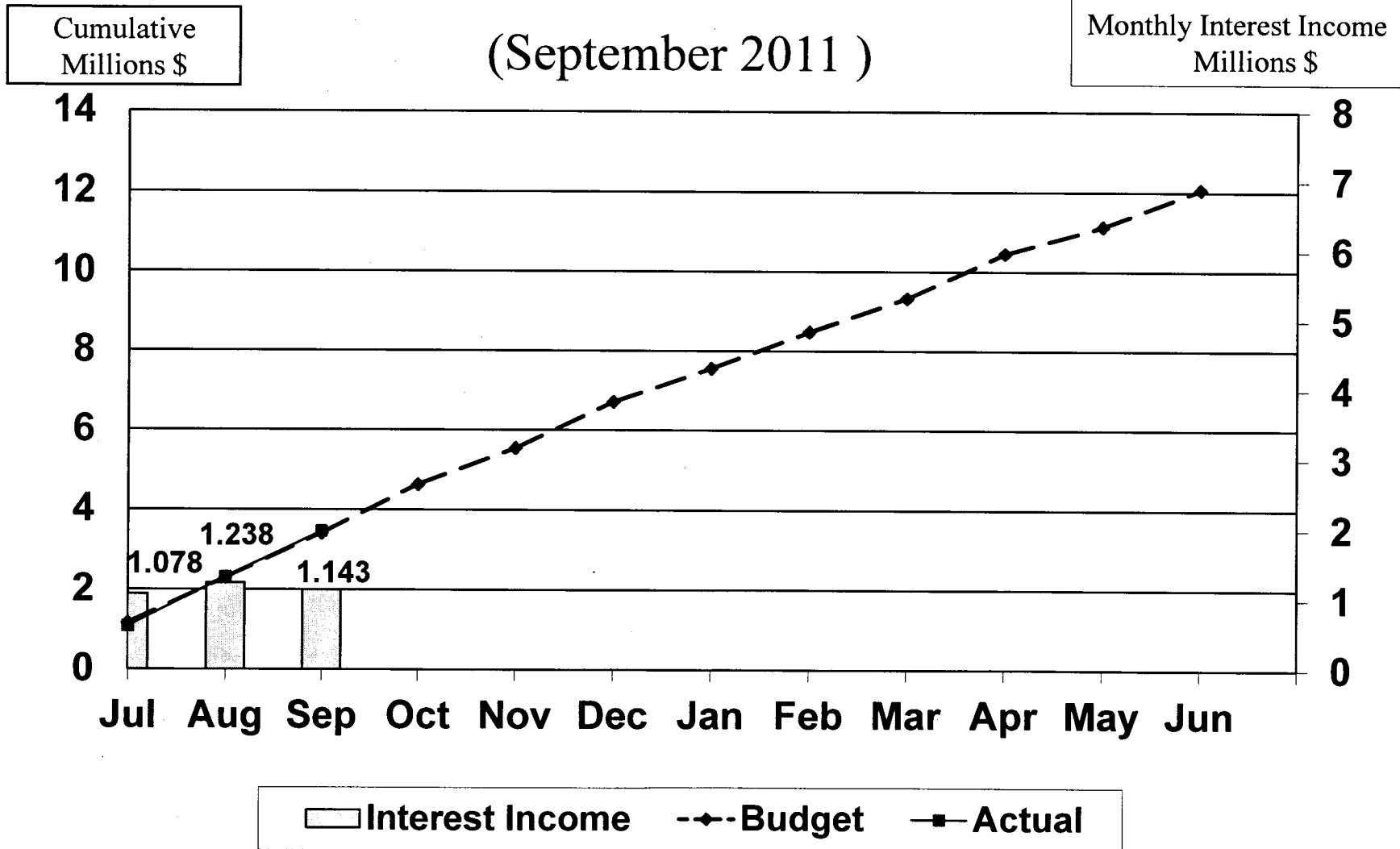


	3 Mth	2 Yr	5 Yr	10 Yr
—■— 06/30/2010	.17	.60	1.77	2.93
-▲- 06/30/2011	.01	.46	1.76	3.16
-◇- 09/30/2011	.02	.24	.95	1.92

Cumulative Cash Income

FY11-12

(September 2011)



City of Carlsbad

TRANSACTIONS FOR PERIOD:

07/01/11 TO 09/30/11 1ST QUARTER 2011-2012

<u>Trans Date</u>	<u>Investment Date</u>	<u>Type</u>	<u>Security</u>	<u>Call Date</u>	<u>Par Value</u>	<u>Coupon</u>	<u>Amount (Cost)</u>	<u>Return Rate</u>	<u>Interest</u>	<u>Investment Return</u>
BUYS										
JULY										
06/22/2011	07/11/2011	FA	FNMA	01/11/2012	2,000,000.00	1.75% STEP	2,000,000.00	2.138%	215,000.00	2,215,000.00
07/11/2011	07/12/2011	FA	FHLB	10/14/2011	2,000,000.00	1.550%	1,997,500.00	1.580%	134,422.22	2,131,922.22
06/30/2011	07/18/2011	FA	FNMA	01/18/2012	2,000,000.00	2.100%	1,991,000.00	2.196%	219,000.00	2,210,000.00
07/13/2011	07/18/2011	CN	GENERAL ELECTRIC	N/A	2,000,000.00	2.100%	2,037,760.00	1.320%	65,956.67	2,103,716.67
07/19/2011	07/20/2011	FA	FNMA	04/13/2012	2,000,000.00	2.000%	2,019,620.00	1.730%	129,602.22	2,149,222.22
07/22/2011	07/25/2011	FA	FNMA	N/A	2,500,000.00	0.000%	2,419,825.00	1.020%	80,175.00	2,500,000.00
06/29/2011	07/26/2011	FA	FHLMC	10/26/2011	2,000,000.00	2% STEP	2,000,000.00	2.310%	232,500.00	2,232,500.00
06/29/2011	07/26/2011	FA	FHLMC	10/26/2011	2,000,000.00	2% STEP	2,000,000.00	2.310%	232,500.00	2,232,500.00
07/12/2011	07/26/2011	FA	FHLB	08/26/2011	2,000,000.00	2.250%	2,000,000.00	2.250%	225,000.00	2,225,000.00
07/11/2011	07/27/2011	FA	FNMA	01/27/2012	2,000,000.00	1.700%	2,000,000.00	1.700%	136,000.00	2,136,000.00
07/19/2011	07/27/2011	FA	FFCB	07/27/2012	3,500,000.00	1.550%	3,500,000.00	1.550%	217,000.00	3,717,000.00
07/26/2011	07/27/2011	FA	FNMA	01/05/2012	2,000,000.00	2.000%	1,999,800.00	2.002%	197,755.56	2,197,555.56
07/22/2011	07/27/2011	FA	FNMA	01/27/2012	2,000,000.00	1.550%	2,000,000.00	1.550%	124,000.00	2,124,000.00
07/19/2011	07/28/2011	FA	FHLMC	10/28/2011	2,000,000.00	0.75% STEP	2,000,000.00	1.266%	76,250.00	2,076,250.00
07/29/2011	07/29/2011	FA	FHLB	08/04/2011	5,000,000.00	0.750%	5,000,000.00	0.750%	75,208.33	5,075,208.33
AUGUST										
07/29/2011	08/01/2011	FA	FFCB	08/01/2012	5,000,000.00	1.000%	5,000,000.00	1.000%	150,000.00	5,150,000.00
07/27/2011	08/03/2011	FA	FHLB	09/30/2011	2,000,000.00	1% STEP	2,000,000.00	2.287%	193,166.67	2,193,166.67
08/03/2011	07/27/2011	FA	FNMA	01/27/2012	4,000,000.00	2.375%	4,031,120.00	2.209%	442,032.78	4,473,152.78
08/08/2011	08/10/2011	FA	FNMA	05/23/2012	5,000,000.00	2.000%	5,039,000.00	1.809%	389,611.11	5,428,611.11
08/10/2011	08/11/2011	FA	FHLB	10/21/2011	5,000,000.00	2.150%	5,014,050.00	2.090%	517,477.78	5,531,527.78
08/09/2011	08/15/2011	FA	FFCB	08/15/2012	2,000,000.00	1.750%	2,000,000.00	1.750%	175,000.00	2,175,000.00
08/16/2011	08/17/2011	FA	FHLMC	01/27/2012	3,000,000.00	1.75 STEP%	3,011,250.00	2.115%	315,833.33	3,327,083.33
08/12/2011	08/18/2011	FA	FFCB	11/18/2011	2,000,000.00	1.370%	2,000,000.00	1.370%	116,450.00	2,116,450.00
08/12/2011	08/22/2011	FA	FFCB	08/22/2012	2,000,000.00	1.500%	2,000,000.00	1.500%	150,000.00	2,150,000.00
08/15/2011	08/24/2011	FA	FHLB	02/24/2012	4,000,000.00	1.550%	4,000,000.00	1.550%	310,000.00	4,310,000.00
08/18/2011	08/25/2011	FA	FFCB	11/25/2011	3,000,000.00	1.370%	3,000,000.00	1.370%	185,625.00	3,185,625.00
08/17/2011	08/25/2011	FA	FFCB	11/25/2011	3,000,000.00	0.750%	3,000,000.00	0.750%	67,500.00	3,067,500.00
08/19/2011	08/25/2011	FA	FFCB	11/25/2011	5,000,000.00	0.850%	5,000,000.00	0.850%	138,125.00	5,138,125.00
08/24/2011	08/29/2011	FA	FNMA	08/24/2012	3,000,000.00	1% STEP	3,000,000.00	1.735%	262,083.33	3,262,083.33
08/12/2011	08/17/2011	CD	AMERICAN EXPRESS BANK	N/A	248,000.00	1.200%	248,000.00	1.200%	8,887.23	256,887.23
08/12/2011	08/17/2011	CD	CIT BANK	N/A	248,000.00	1.100%	248,000.00	1.100%	8,198.94	256,198.94
08/12/2011	08/17/2011	CD	DISCOVER BANK	N/A	248,000.00	1.150%	248,000.00	1.150%	8,571.62	256,571.62
08/12/2011	08/17/2011	CD	ALLY BANK	N/A	248,000.00	1.150%	248,000.00	1.150%	8,579.43	256,579.43
08/12/2011	08/19/2011	CD	GE MONEY BANK	N/A	248,000.00	1.150%	248,000.00	1.150%	8,563.81	256,563.81
08/12/2011	08/19/2011	CD	GE CAPITAL FINANCIAL	N/A	248,000.00	1.150%	248,000.00	1.150%	8,563.81	256,563.81
08/16/2011	08/24/2011	CD	GOLDMAN SACHS BANK	N/A	248,000.00	1.150%	248,000.00	1.150%	8,571.62	256,571.62
08/25/2011	08/26/2011	FA	FNMA	02/14/2012	3,000,000.00	0.75% STEP	3,003,480.00	1.607%	119,520.00	3,123,000.00
SEPTEMBER										
09/01/2011	09/09/2011	FA	FHLB	03/09/2012	5,000,000.00	0.625% STEP	4,990,000.00	1.988%	503,750.00	5,493,750.00
09/07/2011	09/12/2011	CN	GENERAL ELECTRIC	N/A	1,400,000.00	2.950%	1,427,513.33	2.500%	164,875.84	1,592,389.17
09/01/2011	09/15/2011	FA	FNMA	03/15/2012	5,000,000.00	2.000%	5,034,900.00	1.853%	465,100.00	5,500,000.00

City of Carlsbad
TRANSACTIONS FOR PERIOD:

07/01/11 TO 09/30/11 1ST QUARTER 2011-2012

Trans Date	Investment Date	Type	Security	Call Date	Par Value	Coupon	Amount (Cost)	Return Rate	Interest	Investment Return
09/09/2011	09/15/2011	CD	BANK OF THE WEST	N/A	249,000.00	1.400%	249,000.00	1.400%	13,943.96	262,943.96
09/08/2011	09/16/2011	CD	MERRICK BANK	N/A	249,000.00	0.700%	249,000.00	0.700%	3,490.83	252,490.83
09/08/2011	09/16/2011	CD	SAFRA NATIONAL BANK	N/A	248,000.00	0.800%	248,000.00	0.800%	3,973.43	251,973.43
09/07/2011	09/16/2011	FA	FNMA	03/16/2012	5,000,000.00	1.450%	5,000,000.00	1.450%	362,500.00	5,362,500.00
08/23/2011	09/16/2011	FA	FHLB	12/16/2011	3,000,000.00	1.510%	2,998,500.00	1.520%	228,000.00	3,226,500.00
09/13/2011	09/16/2011	CN	BERKSHIRE HATHAWAY	N/A	3,000,000.00	3.200%	3,175,710.00	1.430%	150,956.67	3,326,666.67
08/23/2011	09/20/2011	FA	FHLMC	12/20/2011	3,000,000.00	1% STEP	2,998,500.00	1.839%	279,000.00	3,277,500.00
09/14/2011	09/21/2011	CD	TRANS ALLIANCE BANK	N/A	249,000.00	0.750%	249,000.00	0.750%	5,612.71	254,612.71
09/19/2011	09/22/2011	CN	TOYOTA	N/A	5,000,000.00	2.000%	5,023,645.00	1.900%	474,410.56	5,498,055.56
09/08/2011	09/23/2011	CD	STATE BANK OF INDIA	N/A	248,000.00	1.300%	248,000.00	1.300%	9,680.83	257,680.83
09/14/2011	09/23/2011	CD	BMW BANK OF NORTH AM	N/A	248,000.00	1.350%	248,000.00	1.350%	10,053.17	258,053.17
09/07/2011	09/27/2011	FA	FHLMC	12/27/2011	4,000,000.00	1.550%	4,000,000.00	1.550%	310,000.00	4,310,000.00
09/01/2011	09/28/2011	FA	FHLMC	03/28/2012	5,000,000.00	1.35% STEP	5,000,000.00	1.505%	377,500.00	5,377,500.00
09/27/2011	09/29/2011	FA	FNMA	03/28/2012	5,000,000.00	1.25% STEP	5,000,000.00	1.445%	362,326.39	5,362,326.39
09/22/2011	09/30/2011	CD	COMPASS BANK	N/A	248,000.00	1.000%	248,000.00	1.000%	4,966.80	252,966.80
TOTAL FIRST QUARTER 2011-2012					<u>133,875,000.00</u>		<u>134,188,173.33</u>	<u>1.609%</u>	<u>9,682,872.65</u>	<u>143,871,045.98</u>

MATURITIES

JULY										
	03/09/2007	FA	FNMA	N/A	2,000,000.00	3.640%	1,909,480.00	4.805%	406,997.78	2,316,477.78
	08/01/2007	FA	FAMCA	N/A	3,000,000.00	5.500%	3,034,380.00	5.175%	618,286.67	3,652,666.67
	08/31/2007	FA	FAMCA	N/A	629,000.00	5.500%	644,775.32	4.781%	118,184.21	762,959.53
	05/08/2008	FA	FAMCA	N/A	2,000,000.00	5.500%	2,116,712.00	3.545%	233,760.22	2,350,472.22
	03/31/2009	FA	FFCB	N/A	1,000,000.00	3.625%	1,044,420.00	1.639%	85,530.00	1,129,950.00
	05/11/2009	FA	FAMCA	N/A	1,000,000.00	5.500%	1,072,970.00	2.050%	46,807.78	1,119,777.78
	12/30/2009	FA	FHLMC	N/A	1,737,000.00	5.250%	1,853,035.07	0.900%	25,313.30	1,878,348.37
	04/02/2009	CN	ROYAL BANK OF CANADA	N/A	1,000,000.00	5.650%	1,066,260.00	2.659%	63,690.00	1,129,950.00
	06/29/2009	FA	FHLB	N/A	2,000,000.00	1.625%	2,012,680.00	1.315%	54,847.78	2,067,527.78
	01/20/2010	TR	US TREASURY	N/A	1,000,000.00	1.000%	1,005,625.00	0.630%	9,673.91	1,015,298.91
AUGUST										
	10/01/2009	FA	FHLB	N/A	1,000,000.00	1.375%	1,006,100.00	1.375%	19,261.11	1,025,361.11
	03/19/2007	FA	FHLB	N/A	3,000,000.00	5.750%	3,111,810.00	4.800%	648,148.33	3,759,958.33
	01/23/2009	FA	FHLB	N/A	1,000,000.00	5.750%	1,097,950.00	1.818%	49,313.89	1,147,263.89
	06/22/2009	FA	FFCB	N/A	3,000,000.00	3.875%	3,152,520.00	1.490%	100,323.75	3,252,843.75
	02/11/2009	FN	FICO	N/A	2,000,000.00	0.000%	1,889,240.00	2.300%	110,760.00	2,000,000.00
	11/24/2009	TR	US TREASURY	N/A	5,000,000.00	1.000%	5,031,445.31	0.641%	56,814.36	5,088,259.67
	05/30/2008	CN	WELLS FARGO	N/A	1,000,000.00	5.300%	1,032,919.79	4.200%	138,741.32	1,171,661.11
SEPTEMBER										
	03/05/2007	FA	FHLB	N/A	2,000,000.00	5.000%	2,018,200.00	4.773%	432,911.11	2,451,111.11
	03/15/2007	FA	FHLB	N/A	3,000,000.00	5.000%	3,032,352.00	4.730%	640,148.00	3,672,500.00
	01/23/2009	FA	FHLB	N/A	1,000,000.00	5.000%	1,077,520.00	1.958%	53,868.89	1,131,388.89
	10/30/2007	FA	FHLMC	N/A	3,000,000.00	5.500%	3,117,300.00	4.390%	522,075.00	3,639,375.00
	05/30/2008	CN	GENWORTH GLOBAL	N/A	2,000,000.00	5.375%	2,016,628.76	5.100%	344,093.46	2,360,722.22
	02/23/2010	TR	US TREASURY	N/A	3,000,000.00	1.000%	3,016,170.00	0.660%	31,797.03	3,047,967.03

City of Carlsbad

TRANSACTIONS FOR PERIOD:

07/01/11 TO 09/30/11 1ST QUARTER 2011-2012

Trans Date	Investment Date	Type	Security	Call Date	Par Value	Coupon	Amount (Cost)	Return Rate	Interest	Investment Return
TOTAL FIRST QUARTER 2011-2012					45,366,000.00		46,360,493.25	2.893%	4,811,347.90	51,171,841.15
CALLS										
JULY										
	03/17/2011	FA	FHLB	07/01/2011	2,000,000.00	2.000%	2,007,940.00	1.864%	120,000.00	2,127,940.00
	03/01/2011	FA	FNMA	07/01/2011	2,000,000.00	1.500%	2,000,000.00	1.500%	80,000.00	2,080,000.00
	02/16/2011	FA	FNMA	07/01/2011	2,000,000.00	1.200%	1,989,940.00	1.390%	75,060.00	2,065,000.00
	05/05/2011	FA	FFCB	07/06/2011	2,000,000.00	1.500%	2,000,000.00	1.500%	101,583.33	2,101,583.33
	03/29/2011	FA	FHLMC	07/13/2011	2,000,000.00	2.750%	1,999,000.00	2.761%	264,388.89	2,263,388.89
	10/19/2010	FA	FHLMC	07/19/2011	1,000,000.00	0.5% STEP	1,000,000.00	1.021%	25,625.00	1,025,625.00
	03/24/2011	FA	FHLMC	07/21/2011	2,000,000.00	2.500%	1,999,500.00	2.505%	241,750.00	2,241,250.00
	01/25/2011	FA	FNMA	07/25/2011	2,000,000.00	2.600%	2,000,000.00	2.600%	260,000.00	2,260,000.00
	01/26/2011	FA	FHLB	07/26/2011	500,000.00	2.590%	500,000.00	2.590%	25,900.00	525,900.00
	06/16/2011	FA	FNMA	07/27/2011	2,000,000.00	1.75% STEP	2,001,500.00	2.677%	222,486.11	2,223,986.11
	06/04/2010	FA	FNMA	07/28/2011	2,000,000.00	3.000%	2,037,406.00	2.522%	211,594.00	2,249,000.00
	06/08/2010	FA	FNMA	07/28/2011	2,000,000.00	3.000%	2,040,000.00	2.488%	208,333.33	2,248,333.33
	01/28/2011	FA	FHLMC	07/28/2011	2,000,000.00	2.15% STEP	2,000,000.00	2.605%	262,500.00	2,262,500.00
	10/15/2010	FA	FHLB	07/29/2011	2,000,000.00	1.450%	2,009,400.00	1.322%	100,477.78	2,109,877.78
AUGUST										
	01/26/2011	FA	FHLB	08/02/2011	1,500,000.00	2.590%	1,500,000.00	2.590%	194,250.00	1,694,250.00
	12/01/2010	FA	FFCB	08/10/2011	2,000,000.00	1.600%	2,000,000.00	1.600%	128,000.00	2,128,000.00
	05/05/2011	FA	FFCB	08/12/2011	2,000,000.00	1.800%	2,000,000.00	1.800%	135,000.00	2,135,000.00
	09/14/2010	FA	FFCB	08/12/2011	2,000,000.00	1.875%	2,000,000.00	1.875%	187,500.00	2,187,500.00
	11/16/2010	FA	FNMA	08/16/2011	2,000,000.00	1.700%	1,997,000.00	1.731%	173,000.00	2,170,000.00
	02/16/2011	FA	FNMA	08/16/2011	2,000,000.00	2% STEP	2,000,000.00	2.718%	275,000.00	2,275,000.00
	10/28/2010	FA	FFCB	08/17/2011	2,000,000.00	0.875%	2,000,000.00	0.875%	52,500.00	2,052,500.00
	02/18/2011	FA	FNMA	08/18/2011	2,000,000.00	2.000%	2,000,000.00	2.000%	150,000.00	2,150,000.00
	08/18/2010	FA	FNMA	08/18/2011	2,000,000.00	1.500%	1,999,500.00	2.375%	240,500.00	2,240,000.00
	05/12/2011	FA	FHLB	08/18/2011	2,000,000.00	2.000%	1,996,000.00	2.045%	192,111.11	2,188,111.11
	06/01/2011	FA	FHLB	08/18/2011	2,410,000.00	2.000%	2,408,795.00	2.011%	225,335.00	2,634,130.00
	02/18/2011	FA	FNMA	08/18/2011	2,000,000.00	2% STEP	2,000,000.00	2.700%	270,000.00	2,270,000.00
	04/13/2011	FA	FHLB	08/19/2011	2,000,000.00	1% STEP	1,957,500.00	2.421%	222,000.00	2,179,500.00
	12/01/2010	FA	FHLB	08/19/2011	1,000,000.00	1% STEP	1,000,000.00	2.746%	139,666.67	1,139,666.67
	11/17/2010	FA	FNMA	08/19/2011	2,000,000.00	1.250%	2,006,760.00	1.125%	62,128.89	2,068,888.89
	12/03/2010	FA	FFCB	08/22/2011	2,000,000.00	1.850%	1,998,000.00	1.873%	168,500.00	2,166,500.00
	06/06/2011	FA	FFCB	08/22/2011	2,000,000.00	1.980%	2,000,000.00	1.979%	176,880.00	2,176,880.00
	07/29/2011	FA	FHLB	08/23/2011	5,000,000.00	0.750%	5,000,000.00	0.750%	75,208.33	5,075,208.33
	03/29/2011	FA	FHLB	08/24/2011	2,000,000.00	1.820%	1,976,000.00	2.107%	184,261.11	2,160,261.11
	08/25/2011	FA	FHLB	08/24/2011	2,000,000.00	1.820%	2,006,000.00	1.757%	175,898.89	2,181,898.89
	02/25/2011	FA	FNMA	08/25/2011	2,000,000.00	2.850%	2,000,000.00	2.850%	285,000.00	2,285,000.00
	02/25/2011	FA	FHLMC	08/25/2011	2,000,000.00	2.000%	2,000,000.00	2.000%	140,000.00	2,140,000.00
	05/25/2011	FA	FHLB	08/25/2011	2,000,000.00	1.500%	2,000,000.00	1.500%	97,500.00	2,097,500.00

City of Carlsbad

TRANSACTIONS FOR PERIOD:

07/01/11 TO 09/30/11 1ST QUARTER 2011-2012

Trans Date	Investment Date	Type	Security	Call Date	Par Value	Coupon	Amount (Cost)	Return Rate	Interest	Investment Return
	07/26/2011	FA	FHLB	08/26/2011	2,000,000.00	2.250%	2,000,000.00	2.250%	225,000.00	2,225,000.00
	05/26/2011	FA	FHLB	08/26/2011	2,000,000.00	2% STEP	2,000,000.00	2.320%	233,750.00	2,233,750.00
SEPTEMBER	10/06/2010	FA	FHLB	09/01/2011	2,000,000.00	1.400%	2,000,000.00	1.400%	112,000.00	2,112,000.00
	01/25/2011	FA	FFCB	09/01/2011	2,000,000.00	1.500%	1,952,000.00	2.063%	182,666.67	2,134,666.67
	05/12/2009	FA	CHEVRON	09/03/2011	3,000,000.00	3.450%	3,103,177.11	2.180%	187,485.39	3,290,662.50
	09/10/2010	FA	FNMA	09/09/2011	2,000,000.00	1.850%	1,999,000.00	1.861%	185,897.22	2,184,897.22
	03/09/2011	FA	FHLMC	09/09/2011	2,000,000.00	2.5% STEP	2,000,000.00	3.000%	302,500.00	2,302,500.00
	03/25/2011	FA	FHLMC	09/15/2011	900,000.00	2% STEP	900,000.00	2.790%	125,500.00	1,025,500.00
	03/23/2011	FA	FNMA	09/23/2011	2,000,000.00	2.200%	2,000,000.00	2.200%	176,000.00	2,176,000.00
	09/24/2009	FA	FNMA	09/23/2011	3,000,000.00	2% STEP	3,000,000.00	3.163%	479,833.33	3,479,833.33
	06/23/2011	FA	FHLB	09/23/2011	2,000,000.00	2.01% STEP	2,000,000.00	2.258%	226,850.00	2,226,850.00
	06/27/2011	FA	FHLB	09/27/2011	2,000,000.00	0.875%	1,999,500.00	0.885%	44,250.00	2,043,750.00
	09/30/2010	FA	ROYAL BANK OF CANADA	09/30/2011	2,000,000.00	1.75% STEP	2,000,000.00	2.255%	227,000.00	2,227,000.00
	09/30/2010	FA	FFCB	09/30/2011	2,000,000.00	1.990%	1,999,000.00	2.001%	200,000.00	2,199,000.00
	08/03/2011	FA	FHLB	09/30/2011	2,000,000.00	1% STEP	2,000,000.00	0.998%	193,166.67	2,193,166.67
	06/30/2011	FA	FHLB	09/30/2011	3,000,000.00	2.200%	3,000,000.00	2.200%	330,000.00	3,330,000.00
	06/30/2011	FA	FHLMC	09/30/2011	2,000,000.00	0.5%STEP	2,000,000.00	1.540%	93,125.00	2,093,125.00
TOTAL FIRST QUARTER 2011-2012					109,310,000.00		109,382,918.11	2.0026%	9,674,962.72	119,057,880.83

**INVESTMENT REPORT
AS OF SEPTEMBER 30, 2011**

INVESTMENT DATE	TYPE	SECURITY	PAR VALUE	INVESTED AMOUNT	RETURN RATE	INTEREST	INVESTMENT RETURN	TERM (Days)
12/08/2009	FA	FFCB 1.128% NON-CALL	3,000,000.00	3,014,854.10	0.850%	46,552.13	3,061,406.23	664
03/15/2007	FA	FHLB 4.875% NON-CALL	3,000,000.00	3,018,777.00	4.720%	647,473.00	3,666,250.00	1,665
12/07/2009	FA	FHLB 4.25% NON-CALL	1,000,000.00	1,061,850.00	1.020%	20,552.78	1,082,402.78	708
12/08/2009	FA	FHLB 4.25% NON-CALL	2,000,000.00	2,126,060.00	0.956%	38,509.44	2,164,569.44	707
03/19/2007	FA	FHLB 4.875% NON-CALL	3,000,000.00	3,009,690.00	4.795%	672,403.75	3,682,093.75	1,705
12/30/2009	FA	FNMA 1.0% NON-CALL	3,000,000.00	2,994,090.00	1.105%	62,826.67	3,056,916.67	693
12/09/2009	FA	FFCB .875% NON-CALL	1,000,000.00	997,136.00	1.020%	20,364.00	1,017,500.00	730
06/29/2009	FA	FFCB 2.0% NON-CALL	4,000,000.00	4,036,800.00	1.630%	167,200.00	4,204,000.00	932
05/21/2007	FA	FFCB 4.875% NON-CALL	2,000,000.00	1,987,880.00	5.015%	489,057.50	2,476,937.50	1,788
07/25/2007	FA	TVA 6.790% NON-CALL	2,000,000.00	2,130,980.00	5.235%	524,632.22	2,655,612.22	1,764
10/19/2009	FA	TVA 6.790% NON-CALL	3,000,000.00	3,399,498.48	1.534%	128,989.85	3,528,488.33	947
07/25/2007	FA	FHLB 5.375% NON-CALL	1,000,000.00	1,005,040.00	5.255%	256,692.64	1,261,732.64	1,780
07/25/2007	FA	FHLB 5.375% NON-CALL	1,000,000.00	1,005,254.43	5.250%	256,478.21	1,261,732.64	1,780
07/15/2008	FA	FHLB 4.375% NON-CALL	3,000,000.00	3,050,958.11	3.900%	460,552.31	3,511,510.42	1,424
05/20/2010	FA	FHLB 1.375% NON-CALL	5,000,000.00	5,036,422.30	1.015%	104,515.20	5,140,937.50	750
10/20/2009	FA	FFCB 2.125% NON-CALL	3,000,000.00	3,049,023.21	1.496%	120,622.62	3,169,645.83	972
11/25/2009	FA	FFCB 5.45% NON-CALL	2,000,000.00	2,210,347.28	1.280%	70,024.94	2,280,372.22	939
01/20/2010	FA	FHLMC 5.125% NON-CALL	1,000,000.00	1,092,760.00	1.320%	34,653.19	1,127,413.19	907
08/05/2008	FA	FFCB 3.950% NON-CALL	2,000,000.00	2,002,900.00	3.910%	310,466.67	2,313,366.67	1,448
03/24/2010	FA	FHLB 1.25% NON-CALL	2,000,000.00	2,000,352.89	1.243%	58,188.78	2,058,541.67	856
06/04/2010	FA	FHLMC 1.125% NON-CALL	5,000,000.00	5,004,198.09	1.085%	116,583.16	5,120,781.25	784
12/24/2009	FA	FNMA 5.00% NON-CALL	1,037,000.00	1,127,519.73	1.567%	44,578.33	1,172,098.06	952
01/25/2010	FA	FAMCA 2.1% NON-CALL	1,000,000.00	1,015,908.69	1.460%	37,466.31	1,053,375.00	928
01/20/2010	FA	FNMA 1.75% NON-CALL	1,000,000.00	1,009,004.81	1.390%	35,717.41	1,044,722.22	933
03/16/2010	FA	FNMA 1.75% NON-CALL	3,000,000.00	3,034,050.00	1.268%	91,950.00	3,126,000.00	878
01/29/2009	FA	FHLB 4.625% NON-CALL	2,000,000.00	2,150,960.00	2.391%	176,901.11	2,327,861.11	1,294
12/24/2009	FA	FHLB 4.625% NON-CALL	1,000,000.00	1,078,810.00	1.567%	43,367.08	1,122,177.08	965
06/04/2010	FA	FHLB 2.4% NON-CALL	1,000,000.00	1,027,049.96	1.150%	25,683.37	1,052,733.33	803
06/04/2010	FA	FHLB 1.1 % NON-CALL	4,000,000.00	4,000,013.10	1.100%	98,253.57	4,098,266.67	816
05/05/2008	FA	FHLB 5.00% NON-CALL	1,175,000.00	1,238,814.19	3.640%	192,237.89	1,431,052.08	1,593
08/22/2008	FA	FHLB 4.5% NON-CALL	1,000,000.00	1,022,730.00	3.889%	160,020.00	1,182,750.00	1,484
06/04/2010	FA	FHLB 2.00% NON-CALL	5,000,000.00	5,091,850.00	1.180%	135,927.78	5,227,777.78	833
03/08/2010	FA	FHLMC 2.125% NON-CALL	3,000,000.00	3,058,800.00	1.336%	102,877.08	3,161,677.08	928
10/01/2009	FA	FFCB 1.80% NON-CALL	1,000,000.00	1,003,470.00	1.680%	50,180.00	1,053,650.00	1,089
11/25/2009	FA	FFCB 1.80% NON-CALL	3,000,000.00	3,032,750.01	1.405%	120,099.99	3,152,850.00	1,034
05/11/2009	FA	FHLMC 3.875% NON-CALL	1,000,000.00	1,063,510.00	1.928%	67,701.81	1,131,211.81	1,238
12/10/2007	FA	FFCB 4.5% NON-CALL	2,000,000.00	2,034,780.00	4.100%	401,970.00	2,436,750.00	1,773
06/04/2010	FA	FHLB 1.375% NON-CALL	3,000,000.00	3,012,394.24	1.200%	86,720.34	3,099,114.58	878
06/03/2008	FA	FNMA 6.41% NON-CALL	1,807,000.00	1,990,388.82	3.890%	331,405.40	2,321,794.22	1,624
12/14/2009	FA	FHLB 1.0% CALL 12/14/11 STEP	1,000,000.00	999,500.00	1.673%	50,500.00	1,050,000.00	1,096
07/01/2010	FA	FHLMC 4.125% NON-CALL	3,000,000.00	3,233,040.00	0.939%	72,897.50	3,305,937.50	904
01/14/2008	FA	FHLB 4.25% CALL 10/14/08	3,000,000.00	3,000,000.00	4.250%	637,500.00	3,637,500.00	1,827
10/20/2009	FA	FFCB 5.15% NON-CALL	1,000,000.00	1,102,490.00	1.926%	67,316.94	1,169,806.94	1,206

**INVESTMENT REPORT
AS OF SEPTEMBER 30, 2011**

INVESTMENT DATE	TYPE	SECURITY	PAR VALUE	INVESTED AMOUNT	RETURN RATE	INTEREST	INVESTMENT RETURN	TERM (Days)
10/07/2010	FA	FFCB 3.4% NON-CALL	1,065,000.00	1,133,986.44	0.600%	15,503.56	1,149,490.00	854
03/10/2008	FA	FHLB 3.50% NON-CALL	3,000,000.00	2,963,940.00	3.765%	560,476.67	3,524,416.67	1,824
10/20/2009	FA	FHLMC 4.25% NON-CALL	500,000.00	536,967.86	2.100%	39,296.03	576,263.89	1,310
03/02/2011	FA	FHLMC .625% CALL 5/23/11 QRTLY	2,000,000.00	1,983,520.00	1.000%	44,292.50	2,027,812.50	813
10/20/2009	FA	FHLMC 4.0% NON-CALL	500,000.00	532,794.50	2.120%	40,094.39	572,888.89	1,331
11/10/2008	FA	FHLB 5.375% NON-CALL	1,000,000.00	1,065,788.37	3.800%	181,163.02	1,246,951.39	1,677
08/13/2009	FA	FHLB 4.25% NON-CALL	2,000,000.00	2,130,988.03	2.450%	195,081.41	2,326,069.44	1,401
05/25/2010	FA	FFCB 1.375% NON-CALL	2,000,000.00	1,993,760.00	1.479%	91,031.67	2,084,791.67	1,127
12/28/2009	FA	FHLB 1.85% NON-CALL	2,000,000.00	1,987,226.45	2.040%	142,273.55	2,129,500.00	1,278
08/27/2008	FA	FNMA 4.375% NON-CALL	2,000,000.00	2,035,600.00	3.970%	392,177.78	2,427,777.78	1,785
08/19/2009	FA	FFCB 2.7% NON-CALL	1,000,000.00	1,005,669.88	2.550%	102,330.12	1,108,000.00	1,461
11/12/2008	FA	FHLB 4.0% NON-CALL	1,000,000.00	1,007,890.00	3.818%	184,776.67	1,192,666.67	1,759
12/17/2008	FA	FHLB 4.375% NON-CALL	2,000,000.00	2,154,940.00	2.625%	259,712.78	2,414,652.78	1,731
03/24/2010	FA	FHLMC 4.125% NON-CALL	3,000,000.00	3,222,330.00	1.930%	211,826.25	3,434,156.25	1,283
02/23/2010	FA	FFCB 3.875% NON-CALL	1,000,000.00	1,065,180.00	2.000%	75,181.11	1,140,361.11	1,322
04/15/2010	FA	FHLB 2.00% NON-CALL	2,000,000.00	2,000,000.00	2.000%	140,000.00	2,140,000.00	1,279
10/19/2009	FA	FFCB 5.350% NON-CALL	2,000,000.00	2,235,072.36	2.264%	193,522.08	2,428,594.44	1,463
10/25/2010	FA	FFCB .84% CALL 10/25/11 CONT	2,000,000.00	2,000,000.00	0.840%	50,400.00	2,050,400.00	1,096
01/20/2009	FA	FHLB 3.125% NON-CALL	2,000,000.00	2,047,941.08	2.600%	258,135.31	2,306,076.39	1,788
12/20/2010	FA	FFCB 1.375% CALL CONT	1,150,000.00	1,150,000.00	1.375%	47,437.50	1,197,437.50	1,096
02/12/2010	FA	FFCB 3.00% NON-CALL	1,000,000.00	1,028,536.49	2.250%	91,463.51	1,120,000.00	1,461
08/26/2011	FA	FNMA .75% CALL 2/14/12 QRTLY STEP	3,000,000.00	3,003,480.00	1.670%	119,520.00	3,123,000.00	903
09/17/2010	FA	FNMA 1.3% CALL 3/17/11	2,000,000.00	2,000,000.00	1.300%	91,000.00	2,091,000.00	1,277
04/18/2011	FA	FHLMC 1.50% ONE CALL	2,000,000.00	2,000,000.00	1.500%	104,666.67	2,104,666.67	1,092
11/24/2010	FA	FNMA 1.0% CALL 10/25/11	2,000,000.00	1,998,000.00	1.030%	70,388.89	2,068,388.89	1,248
02/12/2010	FA	FNMA 2.125% CALL 10/28/11	1,000,000.00	1,014,759.55	3.167%	121,601.56	1,136,361.11	1,536
03/24/2010	FA	FHLB 2.5% NON-CALL	3,000,000.00	3,016,423.52	2.363%	300,034.82	3,316,458.34	1,542
10/20/2009	FA	FFCB 4.375% NON-CALL	3,000,000.00	3,234,480.00	2.595%	381,665.83	3,616,145.83	1,714
07/28/2011	FA	FHLMC .75% CALL QRTLY STEP	2,000,000.00	2,000,000.00	0.750%	76,250.00	2,076,250.00	1,096
08/01/2011	FA	FFCB 1.0% CALL 8/1/12 CONT	5,000,000.00	5,000,000.00	1.000%	150,000.00	5,150,000.00	1,096
03/24/2010	FA	FHLB 5.5% NON-CALL	3,000,000.00	3,395,255.41	2.323%	328,452.92	3,723,708.33	1,603
08/25/2011	FA	FFCB .75% CALL 11/25/11 CONT	3,000,000.00	3,000,000.00	0.750%	67,500.00	3,067,500.00	1,096
09/08/2010	FA	FNMA 1.50% CALL 3/8/11	2,000,000.00	2,000,000.00	1.500%	120,000.00	2,120,000.00	1,461
03/24/2010	FA	FHLB 5.25% NON-CALL	2,000,000.00	2,231,960.00	2.490%	237,040.00	2,469,000.00	1,633
03/24/2010	FA	FFCB 3.0% NON-CALL	2,000,000.00	2,047,400.80	2.440%	222,265.87	2,269,666.67	1,643
10/21/2010	FA	FHLB 1.35% CALL 1/21/11 QRTLY	2,000,000.00	2,000,000.00	1.350%	108,000.00	2,108,000.00	1,461
04/27/2011	FA	FHLMC 2.0% QRTLY CALLS	2,000,000.00	2,000,000.00	2.000%	140,000.00	2,140,000.00	1,279
04/22/2010	FA	FHLB 2.0% CALL 10/28/11 STEP	2,000,000.00	2,015,640.00	2.950%	270,026.67	2,285,666.67	1,650
10/29/2010	FA	FHLMC 1.125% CALL 4/29/11 QRTLY STEP	1,000,000.00	1,000,000.00	1.553%	62,500.00	1,062,500.00	1,461
08/25/2011	FA	FFCB .85% CALL 11/25/11 CONT	5,000,000.00	5,000,000.00	0.850%	138,125.00	5,138,125.00	1,188
06/15/2011	FA	FHLB 1.00% CALL QRTLY STEP	2,000,000.00	2,000,000.00	1.634%	115,000.00	2,115,000.00	1,279
06/15/2011	FA	FFCB 1.37% CALL CONT	2,000,000.00	2,000,000.00	1.370%	95,900.00	2,095,900.00	1,279
04/26/2011	FA	FNMA 2.0% ONE CALL	2,000,000.00	2,000,000.00	2.000%	146,666.67	2,146,666.67	1,340
06/29/2011	FA	FHLMC 1.25% CALL 6/29/12	2,000,000.00	2,000,000.00	1.250%	87,500.00	2,087,500.00	1,279

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**INVESTMENT REPORT
AS OF SEPTEMBER 30, 2011**

INVESTMENT DATE	TYPE	SECURITY	PAR VALUE	INVESTED AMOUNT	RETURN RATE	INTEREST	INVESTMENT RETURN	TERM (Days)
03/30/2011	FA	FHLB 1.75% ONE CALL 12/30/11	2,000,000.00	2,000,000.00	1.750%	131,250.00	2,131,250.00	1,371
03/29/2011	FA	FFCB 2.1% CALL 1/5/12 CONT	2,000,000.00	2,000,000.00	2.100%	158,200.00	2,158,200.00	1,378
02/02/2011	FA	FFCB 2.0% CALL 2/2/12 CONT	2,000,000.00	2,000,000.00	2.000%	160,000.00	2,160,000.00	1,461
07/20/2011	FA	FNMA 2.0% CALL 4/13/12 ONE TIME	2,000,000.00	2,019,620.00	1.730%	129,602.22	2,149,222.22	1,363
05/10/2011	FA	FHLB 2.0% CALL ONE TIME	2,000,000.00	2,011,380.00	1.850%	146,397.78	2,157,777.78	1,441
06/04/2010	FA	FNMA 2.00% CALL 10/29/12 STEP	2,000,000.00	2,018,771.34	2.780%	277,339.77	2,296,111.11	1,790
02/28/2011	FA	FHLB 2.0% CALL 5/29/12 CONT	2,235,000.00	2,235,000.00	2.000%	190,099.17	2,425,099.17	1,551
06/10/2011	FA	FFCB 1.69% CALL CONT	2,000,000.00	2,000,000.00	1.690%	135,106.11	2,135,106.11	1,460
06/29/2011	FA	FFCB 1.6% CALL CONT	2,000,000.00	2,000,000.00	1.600%	128,000.00	2,128,000.00	1,461
07/27/2011	FA	FNMA 1.70% CALL 1/27/12	2,000,000.00	2,000,000.00	1.700%	136,000.00	2,136,000.00	1,461
07/27/2011	FA	FFCB 1.550% CALL 7/27/12 CONT	3,500,000.00	3,500,000.00	1.550%	217,000.00	3,717,000.00	1,461
07/27/2011	FA	FNMA 1.55% CALL 1/27/12	2,000,000.00	2,000,000.00	1.550%	124,000.00	2,124,000.00	1,461
03/30/2011	FA	FHLB 2.0% NON-CALL	2,000,000.00	1,999,000.00	2.012%	174,333.33	2,173,333.33	1,583
04/04/2011	FA	FHLB 2.0% NON-CALL	2,000,000.00	2,000,000.00	2.000%	176,000.00	2,176,000.00	1,607
09/14/2010	FA	FHLB 1.74% CALL 9/14/12	2,000,000.00	2,000,000.00	1.740%	174,000.00	2,174,000.00	1,826
09/21/2010	FA	FNMA 2.0% CALL 3/21/11	2,000,000.00	2,000,000.00	2.000%	200,000.00	2,200,000.00	1,826
07/12/2011	FA	FHLB 1.55% CALL 10/14/11QRTLY	2,000,000.00	1,997,500.00	1.550%	134,422.22	2,131,922.22	1,555
10/15/2010	FA	FNMA 1.50% CALL 4/15/11 QRTLY STEP	2,000,000.00	2,000,000.00	2.034%	205,000.00	2,205,000.00	1,826
10/15/2010	FA	FNMA 1.50% CALL 4/15/11 QRTLY STEP	2,600,000.00	2,600,000.00	2.034%	266,500.00	2,866,500.00	1,826
10/27/2010	FA	FNMA 1.55% CALL 10/27/11	2,000,000.00	1,998,000.00	1.579%	157,000.00	2,155,000.00	1,826
10/28/2010	FA	FNMA 1.50% CALL 4/28/11	2,000,000.00	1,999,000.00	1.510%	151,000.00	2,150,000.00	1,826
06/08/2011	FA	FNMA 1.00% CALL QRTLY STEP	2,000,000.00	1,995,000.00	1.000%	189,027.78	2,184,027.78	1,603
10/29/2010	FA	FNMA 1.25% CALL 4/29/11 QRTLY STEP	2,155,000.00	2,155,000.00	1.932%	210,112.50	2,365,112.50	1,826
11/05/2010	FA	FNMA 1.25% CALL 5/5/11 QRTLY STEP	2,000,000.00	2,000,000.00	1.789%	180,000.00	2,180,000.00	1,826
11/10/2010	FA	FNMA 1.375% CALL 5/10/11 QRTLY	2,000,000.00	1,998,740.00	1.728%	173,760.00	2,172,500.00	1,826
05/19/2011	FA	FNMA 1.0% CALL QRTLY	2,000,000.00	1,993,000.00	2.147%	193,944.44	2,186,944.44	1,635
05/17/2011	FA	FHLB 1.55% CALL QRTLY	2,000,000.00	1,976,000.00	1.829%	163,586.11	2,139,586.11	1,646
08/18/2011	FA	FFCB 1.37% CALL 11/18/11 CONT	2,000,000.00	2,000,000.00	1.370%	116,450.00	2,116,450.00	1,553
11/23/2010	FA	FFCB 2.0% CALL 5/23/12 CONT	2,000,000.00	2,000,000.00	2.000%	200,000.00	2,200,000.00	1,826
08/10/2011	FA	FNMA 2.0% CALL 5/23/12	5,000,000.00	5,039,000.00	1.809%	389,611.11	5,428,611.11	1,566
12/28/2010	FA	FHLMC 2.05% ONE CALL 12/28/11	2,000,000.00	2,000,000.00	2.050%	205,000.00	2,205,000.00	1,826
12/30/2010	FA	FAMCA 2.57% CALL SEMI-ANNUAL	2,000,000.00	1,999,000.00	2.581%	258,000.00	2,257,000.00	1,826
08/25/2011	FA	FFCB 1.37% CALL 11/25/11 CONT	3,000,000.00	3,000,000.00	1.370%	185,625.00	3,185,625.00	1,645
04/08/2011	FA	FHLB 2.7% QRTLY CALLS	2,000,000.00	2,000,000.00	2.700%	270,000.00	2,270,000.00	1,837
04/25/2011	FA	FNMA 2.65% CALL 4/25/12 ONE TIME	2,000,000.00	1,999,000.00	2.661%	266,000.00	2,265,000.00	1,827
04/27/2011	FA	FHLB 2.5% NON-CALL	2,000,000.00	2,000,000.00	2.500%	250,000.00	2,250,000.00	1,827
05/03/2011	FA	FAMCA 2.55% CALL	2,000,000.00	2,000,000.00	2.550%	254,858.33	2,254,858.33	1,826
06/29/2011	FA	FHLMC 2.10% CALL	2,000,000.00	2,000,000.00	2.100%	210,000.00	2,210,000.00	1,827
06/29/2011	FA	FNMA 1.50% CALL STEP	4,000,000.00	4,000,000.00	2.250%	450,000.00	4,450,000.00	1,827
06/30/2011	FA	FNMA 1.20% CALL STEP	2,000,000.00	2,000,000.00	2.545%	258,000.00	2,258,000.00	1,827
07/27/2011	FA	FNMA 2.0% CALL ONE TIME	2,000,000.00	1,999,800.00	2.002%	197,755.56	2,197,555.56	1,805
07/11/2011	FA	FNMA 1.75% CALL QRTLY STEP	2,000,000.00	2,000,000.00	2.138%	215,000.00	2,215,000.00	1,827
07/18/2011	FA	FNMA 2.10% CALL QRTLY	2,000,000.00	1,991,000.00	2.196%	219,000.00	2,210,000.00	1,827
08/11/2011	FA	FHLB 2.15% CALL 10/21/11 QRTLY	5,000,000.00	5,014,050.00	2.090%	517,477.78	5,531,527.78	1,806

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INVESTMENT DATE	TYPE	SECURITY	PAR VALUE	INVESTED AMOUNT	RETURN RATE	INTEREST	INVESTMENT RETURN	TERM (Days)
07/26/2011	FA	FHLMC 2.0% CALL QRTLY STEP	2,000,000.00	2,000,000.00	2.310%	232,500.00	2,232,500.00	1,827
07/26/2011	FA	FHLMC 2.0% CALL QRTLY STEP	2,000,000.00	2,000,000.00	2.310%	232,500.00	2,232,500.00	1,827
08/04/2011	FA	FNMA 2.375% CALL 1/27/12 QRTLY	4,000,000.00	4,031,120.00	2.209%	442,032.78	4,473,152.78	1,819
08/17/2011	FA	FHLMC 1.75% CALL 1/27/12 STEP	3,000,000.00	3,011,250.00	2.115%	315,833.33	3,327,083.33	1,806
08/15/2011	FA	FFCB 1.75% CALL 8/15/12 CONT	2,000,000.00	2,000,000.00	1.750%	175,000.00	2,175,000.00	1,827
08/22/2011	FA	FFCB 1.5% CALL 8/22/12 CONT	2,000,000.00	2,000,000.00	1.500%	150,000.00	2,150,000.00	1,827
08/24/2011	FA	FHLB 1.55% CALL 2/24/12 CONT	4,000,000.00	4,000,000.00	1.550%	310,000.00	4,310,000.00	1,827
08/29/2011	FA	FHLB 1.0% CALL 8/24/12 QRTLY STEP	3,000,000.00	3,000,000.00	1.735%	262,083.33	3,262,083.33	1,822
09/09/2011	FA	FHLB .625% CALL 3/9/12 QRTLY STEP	5,000,000.00	4,990,000.00	1.988%	503,750.00	5,493,750.00	1,827
09/15/2011	FA	FNMA 2.0% CALL 3/15/12	5,000,000.00	5,034,900.00	1.853%	465,100.00	5,500,000.00	1,827
09/16/2011	FA	FNMA 1.45% CALL 3/16/12 QRTLY	5,000,000.00	5,000,000.00	1.450%	362,500.00	5,362,500.00	1,735
09/16/2011	FA	FHLB 1.510% CALL 12/16/11 CONT	3,000,000.00	2,998,500.00	1.520%	228,000.00	3,226,500.00	1,827
09/20/2011	FA	FHLMC 1.0% CALL 12/20/11 QRTLY	3,000,000.00	2,998,500.00	1.839%	279,000.00	3,277,500.00	1,827
09/27/2011	FA	FHLMC 1.55% CALL 12/27/11 CALL QRTLY	4,000,000.00	4,000,000.00	1.550%	310,000.00	4,310,000.00	1,827
09/28/2011	FA	FHLMC 1.35% CALL 3/28/12 QRTLY STEP	5,000,000.00	5,000,000.00	1.505%	377,500.00	5,377,500.00	1,827
09/29/2011	FA	FNMA 1.25% CALL 3/28/12 STEP	5,000,000.00	5,000,000.00	1.445%	362,326.39	5,362,326.39	1,826
SUB-TOTAL			341,724,000.00	346,404,367.52	1.957%	28,661,476.82	375,065,844.34	-
02/18/2009	FN	FICO STRIP 0.00% NON-CALL	1,000,000.00	916,713.56	2.710%	83,286.44	1,000,000.00	1,178
02/25/2009	FN	FICO STRIP 0.00% NON-CALL	2,000,000.00	1,826,280.00	2.850%	173,720.00	2,000,000.00	1,171
03/02/2009	FN	FICO 0.0% NON-CALL	2,000,000.00	1,818,680.00	3.000%	181,320.00	2,000,000.00	1,166
03/02/2009	FN	FICO 0.0% NON-CALL	2,000,000.00	1,793,820.00	3.050%	206,180.00	2,000,000.00	1,314
03/09/2010	FN	FICO 0.0% NON-CALL	2,000,000.00	1,882,080.00	1.850%	117,920.00	2,000,000.00	1,206
01/18/2011	FA	FICO 0.00% NON-CALL	1,076,000.00	1,027,655.32	1.370%	96,689.36	1,124,344.68	1,228
11/24/2010	FN	FNMA 0% NON-CALL	2,000,000.00	1,922,260.00	1.100%	155,480.00	2,077,740.00	1,319
03/09/2011	FN	FNMA .00% NON-CALL	2,657,000.00	2,511,688.67	1.700%	290,622.66	2,802,311.33	1,214
07/25/2011	FN	FNMA 00% NON-CALL	2,500,000.00	2,419,825.00	1.020%	80,175.00	2,500,000.00	1,171
SUB-TOTAL			17,233,000.00	16,119,002.55	1.854%	1,385,393.46	17,504,396.01	1,219
Federal Investments Total			358,957,000.00	362,523,370.07		30,046,870.28	392,570,240.35	1,219
03/24/2010	TR	US TREASURY 1.00%	8,000,000.00	8,025,312.50	0.801%	102,864.30	8,128,176.80	586
11/10/2008	TR	US TREASURY 3.125%	1,000,000.00	1,031,328.00	2.430%	118,792.86	1,150,120.86	1,755
11/12/2008	TR	US TREASURY 4.0%	1,000,000.00	1,030,781.25	2.452%	121,777.13	1,152,558.38	1,783
SUB-TOTAL			10,000,000.00	10,087,421.75	1.136%	343,434.29	10,430,856.04	1,375
05/12/2009	CN	MET LIFE GLOBAL FUNDING 5.125% NON-CALL	1,000,000.00	1,020,480.00	4.250%	107,217.92	1,127,697.92	911
05/29/2007	CN	GENERAL ELECTRIC 5.50% CALL 11/15/08	1,850,000.00	1,850,000.00	5.500%	453,918.06	2,303,918.06	1,631
08/14/2009	CN	SUNTRUST BANK 3.0% NON-CALL	2,000,000.00	2,066,260.00	1.500%	69,073.33	2,135,333.33	824
04/28/2009	CN	CITIGROUP 2.875% NON-CALL	2,000,000.00	2,060,840.00	1.680%	89,458.61	2,150,298.61	955
08/17/2009	CN	TOYOTA 5.25% NON-CALL	2,250,000.00	2,427,570.00	1.800%	99,695.62	2,527,265.62	857

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03/20/2007	CN	GENERAL ELECTRIC 5.875% NON-CALL	5,956,000.00	6,187,688.40	4.970%	1,483,867.09	7,671,555.49	1,793
10/11/2007	CN	GENERAL ELETRIC 5.875% NON-CALL	3,000,000.00	3,089,347.40	5.100%	676,360.93	3,765,708.33	1,588
11/15/2007	CN	GENERAL ELETRIC 5.875% NON-CALL	2,000,000.00	2,089,414.35	4.700%	409,960.65	2,499,375.00	1,553
05/05/2009	CN	BARCLAYS BANK 2.7% NON-CALL	1,575,000.00	1,590,861.34	2.330%	104,626.16	1,695,487.50	1,035
04/21/2009	CN	BERKSHIRHATWY 4.00% NON-CALL	1,000,000.00	1,022,563.95	3.200%	96,769.38	1,119,333.33	1,090
04/23/2009	CN	BERKSHIRHATWY 4.00% NON-CALL	2,000,000.00	2,039,340.00	3.300%	198,882.22	2,238,222.22	1,088
04/30/2008	CN	PRINCIPAL LIFE INC 4.5% NON-CALL	1,000,000.00	1,000,000.00	4.500%	178,375.00	1,178,375.00	1,447
08/31/2007	CN	GENERAL ELECTRIC 6.00% NON-CALL	1,000,000.00	1,033,437.31	5.200%	253,896.02	1,287,333.33	1,750
05/30/2008	CN	GENERAL ELECTRIC 6.00% NON-CALL	1,000,000.00	1,052,958.51	4.550%	189,541.49	1,242,500.00	1,477
02/08/2010	CN	GENERAL ELECTRIC 6.00% NON-CALL	2,000,000.00	2,174,860.00	2.167%	107,473.33	2,282,333.33	858
07/17/2008	CN	PROTECTIVE LIFE 5.050% NON-CALL	3,000,000.00	3,000,000.00	5.050%	605,158.33	3,605,158.33	1,459
08/31/2007	CN	JOHNSON & JOHNSON 5.15% NON-CALL	1,000,000.00	1,017,457.28	4.750%	237,753.83	1,255,211.11	1,811
10/31/2007	CN	GENERAL ELECTRIC 5.250% NON-CALL	2,000,000.00	2,036,663.70	4.830%	484,836.30	2,521,500.00	1,815
11/23/2007	CN	GENERAL ELECTRIC 5.250% NON-CALL	2,000,000.00	2,065,283.50	4.500%	449,799.83	2,515,083.33	1,792
01/30/2008	CN	WELLS FARGO 5.250% NON-CALL	1,000,000.00	1,042,814.41	4.240%	205,539.76	1,248,354.17	1,728
03/18/2011	CN	MET LIFE OF CONNECTICUT 5.01% NON-CALL	2,000,000.00	2,121,360.00	1.561%	58,165.00	2,179,525.00	657
12/28/2010	CN	ROYAL BANK OF CANADA 2.25% NON-CALL	2,000,000.00	2,047,930.00	1.150%	51,695.00	2,099,625.00	808
04/24/2008	CN	MET LIFE GLOBAL FUNDING 5.125% NON-CALL	1,000,000.00	1,003,232.48	5.050%	251,024.46	1,254,256.94	1,812
05/07/2008	CN	MET LIFE GLOBAL FUNDING 5.125% NON-CALL	2,000,000.00	2,019,402.04	4.900%	485,410.46	2,504,812.50	1,799
05/12/2009	CN	WAL-MART 4.250% NON-CALL	1,000,000.00	1,047,829.91	2.950%	118,982.59	1,166,812.50	1,434
05/30/2008	CN	ALLSTATE LIFE 5.375% NON-CALL	2,000,000.00	2,023,559.81	5.100%	504,981.86	2,528,541.67	1,796
05/09/2008	CN	NEW YORK LIFE 4.650% NON-CALL	1,000,000.00	1,006,649.66	4.500%	225,850.34	1,232,500.00	1,826
02/11/2011	CN	NEW YORK LIFE 4.650% NON-CALL	2,000,000.00	2,150,000.00	1.250%	23,766.67	2,173,766.67	818
12/23/2008	CN	BERKSHIRHATWY 4.60% NON-CALL	1,000,000.00	1,023,835.68	4.000%	177,542.10	1,201,377.78	1,604
05/12/2009	CN	3 M 4.375% NON-CALL	2,000,000.00	2,121,417.76	2.850%	251,186.41	2,372,604.17	1,556
07/18/2011	CN	GENERAL ELECTRIC 2.10% NON-CALL	2,000,000.00	2,037,760.00	1.320%	65,956.67	2,103,716.67	904
05/27/2011	CN	WAL-MART 3.20% NON-CALL	2,500,000.00	2,645,275.00	1.200%	92,058.33	2,737,333.33	1,084
05/29/2009	CN	WAL-MART 3.20% NON-CALL	1,000,000.00	1,003,190.00	3.130%	155,565.56	1,158,755.56	1,812
05/20/2010	CN	MICROSOFT 2.95% NON-CALL	2,000,000.00	2,072,820.00	2.005%	164,982.78	2,237,802.78	1,473
09/16/2011	CN	BERKSHIRE HATHAWAY 3.20% NON-CALL	3,000,000.00	3,175,710.00	1.430%	150,956.67	3,326,666.67	1,244
02/09/2011	CN	MET LIFE GLOBAL FUNDING 2.5% NON-CALL	1,000,000.00	978,478.42	3.000%	137,493.80	1,115,972.22	1,693
05/06/2011	CN	MET LIFE GLOBAL FUNDING 2.5% NON-CALL	1,000,000.00	993,799.11	2.650%	116,131.45	1,109,930.56	1,607
12/15/2010	CN	BARCLAYS BANK 3.10% NON-CALL	2,000,000.00	2,000,000.00	3.100%	310,000.00	2,310,000.00	1,826
12/15/2010	CN	ROYAL BANK OF CANADA 2.625% NON-CALL	2,000,000.00	2,038,220.00	2.220%	225,009.16	2,263,229.16	1,826
05/06/2011	CN	MASS MUTUAL GLOB 3.125% NON-CALL	1,000,000.00	1,024,175.57	3.125%	130,164.71	1,154,340.28	1,805
05/16/2011	CN	GENERAL ELECTRIC 2.95% NON-CALL	2,000,000.00	2,000,912.32	2.940%	292,940.46	2,293,852.78	1,820
06/17/2011	CN	GENERAL ELECTRIC 2.95% NON-CALL	2,000,000.00	2,009,952.38	2.840%	278,819.84	2,288,772.22	1,788
09/12/2011	CN	GENERAL ELECTRIC 2.95% NON-CALL	1,400,000.00	1,427,513.33	2.500%	164,875.84	1,592,389.17	1,701
09/22/2011	CN	TOYOTA 2.0% NON-CALL	5,000,000.00	5,023,645.00	1.900%	474,410.56	5,498,055.56	1,820
SUB-TOTAL			82,531,000.00	84,864,508.62	3.201%	11,410,174.58	96,274,683.20	1,691
09/16/2011	CD	SAFRA NATIONAL BANK .80%	248,000.00	248,000.00	0.800%	3,973.43	251,973.43	731
09/16/2011	CD	MERRICK BANK .70%	249,000.00	249,000.00	0.700%	3,490.83	252,490.83	731

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09/30/2011	CD	COMPASS BANK 1.0%	248,000.00	248,000.00	1.000%	4,966.80	252,966.80	
08/17/2011	CD	AMERICAN EXPRES CENTURION BANK 1.20%	248,000.00	248,000.00	1.200%	8,887.23	256,887.23	1,090
08/17/2011	CD	CIT BANK 1.10%	248,000.00	248,000.00	1.100%	8,198.94	256,198.94	1,097
08/17/2011	CD	DISCOVER BANK 1.15%	248,000.00	248,000.00	1.150%	8,571.62	256,571.62	1,097
08/17/2011	CD	ALLY BANK 1.15%	248,000.00	248,000.00	1.150%	8,579.43	256,579.43	1,097
08/17/2011	CD	GE MONEY BANK 1.15%	248,000.00	248,000.00	1.150%	8,563.81	256,563.81	1,098
08/19/2011	CD	GE CAPITAL FINANCIAL INC 1.15%	248,000.00	248,000.00	1.150%	8,563.81	256,563.81	1,096
08/24/2011	CD	GOLDMAN SACHS BANK 1.15%	248,000.00	248,000.00	1.150%	8,571.62	256,571.62	1,097
09/21/2011	CD	TRANSPORTATION ALLIANCE BANK INC .75%	249,000.00	249,000.00	0.750%	5,612.71	254,612.71	1,097
09/23/2011	CD	STATE BANK OF INDIA 1.30%	248,000.00	248,000.00	1.300%	9,680.83	257,680.83	1,096
09/23/2011	CD	BMW BANK OF NORTH AMERICA 1.35%	248,000.00	248,000.00	1.350%	10,053.17	258,053.17	1,096
09/15/2011	CD	BANK OF THE WEST 1.4%	249,000.00	249,000.00	1.400%	13,943.96	262,943.96	1,460
		SUB-TOTAL	3,475,000.00	3,475,000.00	1.096%	111,658.19	3,586,658.19	1,112
	O	WELLS FARGO BANK	910,666.00	910,666.00	0.050%	1.25	910,667.25	1
	O	CORPORATE CASH MANAGEMENT ACCOUNT	2,537,556.15	2,537,556.15	0.050%	3.48	2,537,559.63	1
	O	LIBRARY ACCOUNT	339.60	339.60	0.000%	-	339.60	1
	O	UNION TRUST	2,028,311.95	2,028,311.95	0.000%	0.01	2,028,311.96	1
	O	L A I F WATER DISTRICT	36,719,000.00	36,719,000.00	0.390%	397.79	36,719,397.79	1
	O	L A I F PUBLIC IMPROVEMENT CORPORATION	19,516,000.00	19,516,000.00	0.390%	211.42	19,516,211.42	1
	O	L A I F PUBLIC FINANCING CORPORATION	26,193,000.00	26,193,000.00	0.390%	283.76	26,193,283.76	1
	O	L A I F CITY OF CARLSBAD	34,546,000.00	34,546,000.00	0.390%	374.25	34,546,374.25	1
		SUB-TOTAL	122,450,873.70	122,450,873.70	0.374%	1,271.95	122,452,145.65	
		GRAND TOTAL	577,413,873.70	583,401,174.14	1.784%	41,913,409.29	625,314,583.43	

CITY OF CARLSBAD
Fund Equity in Pooled Investments
AS OF SEPTEMBER 30, 2011

Cash Balance by Fund:

General		62,472,665
Special Revenue		54,607,705
Debt Service		0
Capital Projects:		
General Capital Construction	58,980,101	
Traffic Impact Fees	18,382,206	
Public Facilities Fees	46,423,104	
Park Development	2,730,508	
Transnet Taxes	7,008,817	
Drainage Fees	5,651,773	
Special Districts	75,819,183	
Infrastructure Replacement	69,129,890	
Redevelopment	5,672,992	
Other Capital Construction	3,629,039	
	Total	293,427,612
Enterprise:		
Carlsbad Municipal Water District	76,881,492	
Sewer Fund	48,527,738	
Solid Waste	7,212,649	
Storm Water	2,532,261	
Golf Course	347,916	
	Total	135,502,057
Internal Service		32,017,672
Agency Funds		2,702,651
Misc. Special Funds		0
Total General Ledger Balance **		580,730,361
Reconciling Adjustments (1)		(861,724)
Total Treasurer's Investment Portfolio at Amortized Cost		579,868,637

(1) The Reconciling Adjustments consist of differences between the General Ledger which is prepared on an accrual basis and the Treasurer's report which is prepared on the cash basis. Accrued interest, amortized premium or discounts and outstanding checks and deposits in transit are not included in the Treasurer's summary. Differences between the time journal entries are posted and the time this report is produced may also be a component of the adjustment.

** Figures based on best estimate at the time report run on 10/11/11

CITY OF CARLSBAD INVESTMENT PORTFOLIO

As of September 30, 2011

CORPORATE NOTE AND COMMERCIAL PAPER RATINGS

Corporate Note Investments Meeting the Current Investment Policy:
(Ratings must be AA or better by both Moody's and S&P)

	<u>Moody's</u>	<u>S&P</u>
BARCLAYS BANK	AA3	AA-
BERKSHIRE HATHAWAY	AA2	AA+
CITIGROUP	AAA	AA+
GENERAL ELECTRIC	AA2	AA+
JOHNSON & JOHNSON	AAA	AAA
MASS MUTUAL GLOBAL	AA2	AA+
MET LIFE GLOBAL	AA3	AA-
MET LIFE OF CONNECTICUT	AA3	AA-
MICROSOFT	AAA	AAA
NEW YORK LIFE	AAA	AA+
ROYAL BANK OF CANADA	AA1	AA
SUNTRUST BANK	AAA	AA+
3M	AA2	AA-
TOYOTA	AA2	AA
WAL-MART	AA2	AA

Commercial Paper Investments Meeting the Current Investment Policy:
(Ratings must be A1/P1 or better by both Moody's and S&P)
(Ratings of other debt must be AA or better by Moody's and S&P)

NONE

Investments with Subsequent Changes in Credit Rating *

	<u>Moody's</u>	<u>S&P</u>	<u>Latest Maturity Date</u>	<u>Carrying Value</u>	<u>Market Value</u>
ALL STATE LIFE	A1	A+	04/30/2013	2,007,574	2,119,620
PRINCIPAL LIFE	AA3	A	04/16/2012	1,000,000	1,003,850
PROTECTIVE LIFE	A2	AA-	07/15/2012	3,000,000	3,032,490
WELLS FARGO	A1	AA-	10/23/2012	1,009,604	1,042,470

* The City's Investment Policy allows the City Treasurer to determine the course of action that would correct exceptions to the policy. All of these investments are paying interest at the required times. The principal of all investments are considered secure. It is the intent of the City Treasurer to hold these assets in the portfolio until maturity unless events indicate they should be sold.

**CITY OF CARLSBAD INVESTMENT PORTFOLIO
AS OF AUGUST 31, 2011
WEIGHTINGS FOR CORPORATE AND FEDERAL AGENCY ISSUERS**

PERCENTAGE WEIGHTINGS BY CORPORATE NOTE ISSUER

	<u>Investment Cost</u>	<u>Percent of Portfolio*</u>
ALL STATE LIFE	2,023,559.81	0.35%
BARCLAYS BANK	3,590,861.34	0.62%
BERKSHIRE HATHAWAY	7,261,449.63	1.24%
CITIGROUP	2,060,840.00	0.35%
GENERAL ELECTRIC CAP	29,055,791.20	4.98%
JOHNSON & JOHNSON	1,017,457.28	0.17%
MASS MUTUAL	1,024,175.57	0.18%
MET LIFE GLOBAL FUND	6,015,392.05	1.03%
MET LIFE OF CONNECTICUT	2,121,360.00	0.36%
MICROSOFT	2,072,820.00	0.36%
NEW YORK LIFE	3,156,649.66	0.54%
PRINCIPAL LIFE	1,000,000.00	0.17%
PROTECTIVE LIFE	3,000,000.00	0.51%
ROYAL BANK OF CANADA	4,086,150.00	0.70%
SUNTRUST BANK	2,066,260.00	0.35%
3M	2,121,417.76	0.36%
TOYOTA	7,451,215.00	1.28%
WAL-MART	4,696,294.91	0.80%
WELLS FARGO	1,042,814.41	0.18%

PERCENTAGE WEIGHTINGS BY FEDERAL AGENCY ISSUER

	<u>Investment Cost</u>	<u>Percent of Portfolio**</u>
FAMCA	5,014,908.69	0.86%
FICO	9,265,228.88	1.59%
FEDERAL FARM CREDIT BANK	78,866,516.57	13.52%
FEDERAL HOME LOAN BANK	114,175,949.07	19.57%
FEDERAL HOME LOAN MORTGAGE CORP	51,737,670.45	8.87%
FEDERAL NATIONAL MORTGAGE ASSOC	97,932,617.92	16.79%
TVA	5,530,478.48	0.95%
U.S.TREASURY	10,087,421.75	1.73%
Total Portfolio		\$583,401,174.14

* No more than 5% may be invested with a single corporate issuer.

**There are no percentage limits on federal agency issuers.

**City of Carlsbad
Bond Proceeds Investment Report
September 30, 2011**

Fund Type	Investments	Stated Int. Rate	Maturity Date	Par Value	Cost	Source
Assessment District 03-01 (College/Cannon)					Fiscal Agent:	BNY Western Trust
Project Fund	LAIF	0.39%	N/A	\$ 924,955	\$ 924,955	LAIF
Redemption Fund	LAIF	0.39%	N/A	\$ 1,198,121	\$ 1,198,121	LAIF
Re-Assessment District 97-01 (Alga Road & College Blvd)					Fiscal Agent:	US Bank
Imprvmnt Fund - Alga	AIM STIT Treasury	N/A	N/A	\$ 277,966	\$ 277,966	AIM Instit. Fund Services
Assessment District 95-01 (Carlsbad Ranch)					Fiscal Agent:	BNY Western Trust
Reserve Fund	Repub Natl Bank Repo Agreement (HSBC)	5.83%	N/A	\$ 1,004,294	\$ 1,004,294	HSBC Bank of New York
Assessment District 96-01 (Rancho Carrillo)					Fiscal Agent:	BNY Western Trust
Reserve Fund	Repub Natl Bank Repo Agreement (HSBC)	6.03%	09/02/28	\$ 1,292,770	\$ 1,292,770	HSBC Bank of New York
Assessment District 02-01 (Poinsettia Lane)					Fiscal Agent:	BNY Western Trust
Improvement Fund	AIM	N/A	N/A	\$ 4,445,677	\$ 4,445,677	AIM Instit. Fund Services
Redemption Fund	LAIF	0.39%	N/A	\$ 2,493,607	\$ 2,493,607	LAIF
EFJPA					Fiscal Agent:	BNY Western Trust
Reserve Fund	AIG Investment Agreement	5.36%	08/01/14	\$ 953,706	\$ 953,706	GIC
Communities Facilities District #3 Improvement Area 1					Fiscal Agent:	BNY Western Trust
Project Fund	AIM STIT Treasury	N/A	N/A	\$ 1,927,686	\$ 1,927,686	AIM Instit. Fund Services
Reserve Fund	BNY Hamilton Money Market	various	09/01/36	\$ 777,965	\$ 777,965	BNY Western Trust
Other	BNY Hamilton Money Market	various	N/A	\$ -	\$ -	BNY Western Trust
Communities Facilities District #3 Improvement Area 2					Fiscal Agent:	BNY Western Trust
Project Fund	LAIF	0.39%	N/A	\$ 12,909	\$ 12,909	LAIF
Reserve Fund	BNY Hamilton Money Market	various	09/01/38	\$ 1,068,180	\$ 1,068,180	BNY Western Trust
Other	LAIF/BNY	various	N/A	\$ 86,558	\$ 86,558	LAIF/BNY
CPFA Golf Course Bonds					Fiscal Agent:	BNY Western Trust
Reserve Fund	BNY Hamilton Money Market	various	N/A	\$ 1,271,499	\$ 1,271,499	BNY Western Trust
Other	BNY Hamilton Money Market	various	N/A	\$ -	\$ -	BNY Western Trust
					\$ 17,735,893	\$ 17,735,893

City of Carlsbad
 Summary of Outstanding Housing Loans
 As of September 30, 2011
 Updated on: 10/11/2011

Borrower	Development	Purpose	First date issued	# of loans issued	Loans issued by City to developers/homeowners	Loans issued by Developer to homeowners	# of loans outstanding	City loan repaid to City	Developer loan repaid to City	Loan amount due to City (recorded as AR)	Developer loan amount due to City (not on City's books)	Type of Loan
Individual homebuyers	City-wide (CHAP)	Sale	06/28/99	133	\$1,680,000	\$ -	34	(\$1,413,233)	\$ -	\$266,767.02	\$ -	266,767 Payment deferred 15 years. No interest is due unless home is sold before 16th year
Individual homebuyers	Calavera Hills	Sale	10/15/99	5	75,000	150,000	1	(60,000)	(120,000)	15,000	30,000	45,000 Payment deferred 30 years. No interest is due unless home is sold before 31th year
Individual homebuyers	Cherry Tree Walk	Sale	06/28/99	42	453,600	452,600	14	(302,400)	(283,250)	151,200	169,350	320,550 Payment deferred 30 years. No interest is due unless home is sold before 31th year
Individual homebuyers	Serrano	Sale	05/25/01	90	1,350,000	4,050,000	33	(870,133)	(2,610,000)	479,867	1,440,000	1,919,867 Payment deferred 30 years. No interest is due unless home is sold before 31th year
Individual homebuyers	Rancho Carlsbad	Sale	05/20/99	22	752,533	-	10	(404,370)	-	348,163	-	348,163 Principal is due when home is sold
Individual homebuyers	Solamar	Sale	09/26/88	9	147,726	-	1	(135,065)	-	12,661	-	12,661 Principal is due when home is sold
Catholic Charities	Homeless shelter	Shelter	09/19/97	1	200,000	-	1	-	-	200,000	-	200,000 Principal is due when property is sold
CB Laurel Tree Apartmen	Laurel Tree	Rentals	12/24/98	2	1,134,000	-	2	(408,778)	-	725,222	-	725,222 Principal and 3% interest each year for 30 years when surplus cash is available
CB Housing Partnership	Rancho Carrillo	Rentals	03/05/01	1	1,157,584	-	1	-	-	1,157,584	-	1,157,584 Principal and 3% interest each year for 55 years when surplus cash is available
Pacific Vista Las Flores	Vista Las Flores	Rentals	02/27/01	1	363,948	-	1	-	-	363,948	-	363,948 Principal and 3% interest each year for 55 years when surplus cash is available
Poinsettia Housing Assoc	Poinsettia Station	Rentals	10/21/99	1	920,000	-	1	(21,837)	-	898,163	-	898,163 Principal and 3% interest each year for 55 years when surplus cash is available
Bridge Housing Corp	Villa Loma	Rentals	11/04/94	2	2,212,000	-	0	(2,212,000)	-	-	-	- Principal and 3% interest each year for 15 years when surplus cash is available
Dove Family Housing	La Costa Paloma	Rentals	07/15/03	1	2,070,000	-	1	(1,220,188)	-	849,812	-	849,812 Principal and 3% interest each year for 55 years when surplus cash is available
CIC Calavera LP	Mariposa Apts	Rentals	09/15/04	1	1,060,000	-	1	-	-	1,060,000	-	1,060,000 Principal and 3% interest each year for 55 years when surplus cash is available
Individual homebuyers	Mulberry at Bressi Ranch	Sale	04/29/05	100	1,840,000	19,660,200	100	-	-	1,840,000	19,660,200	21,500,200 Payment deferred 30 years. No interest is due unless home is sold before 31th year
Individual homebuyers	Village by the Sea	Sale	10/28/05	11	220,000	4,087,200	7	-	-	220,000	4,087,200	4,307,200 Payment deferred 30 years. No interest is due unless home is sold before 31th year
El Camino Family Housin	Cassia Heights	Rentals	03/07/06	1	1,454,276	-	1	-	-	1,454,276	-	1,454,276 Principal and 3% interest each year for 55 years when surplus cash is available
Individual homebuyers	Laguna Point	Sale	07/06/06	3	210,000	-	3	-	-	210,000	-	210,000 Payment deferred 45 years. No interest is due unless home is sold before 46th year
Individual homebuyers	The Bluffs	Sale	06/14/07	8	200,000	-	8	-	-	200,000	-	200,000 Payment deferred 30 years. No interest is due unless home is sold before 31th year
Habitat for Humanity	Roosevelt St. Condos	Sale	08/30/07	1	797,539	-	1	-	-	797,539	-	797,539 Refer to Agenda Bill 18,569 / Resolution 2006-131 & AB 19,183 / R2007-255
CIC La Costa	Hunter's Point	Rentals	08/19/08	1	1,932,000	-	1	-	-	1,932,000	-	1,932,000 Refer to AB18,251 / Resolution 2005-264
Down Payment & Closing Cost Assistance	Various	Assistance	06/25/09	11	143,600	-	11	-	-	143,600	-	143,600 Refer to Agenda Bill 19,415 / Resolution 2008-121
CIC Glen Ridge, LP	Glen Ridge	Rentals	10/05/09	1	1,014,000	-	1	-	-	1,014,000	-	1,014,000 Refer to Agenda Bill 397 / Resolution 435
				448	\$ 21,387,806	\$ 28,400,000	234	\$ (7,048,004)	\$ (3,013,250)	\$ 14,339,802	\$ 25,386,750	\$ 39,726,552

During the 1st quarter of FY2011-12, approximately \$15,729 in CHAP loan payments was received; a \$30,541 loan pay-off related to the Rancho Carlsbad development was received; and one DPCCA loan of \$13,250 was issued.

23



CITY OF CARLSBAD – AGENDA BILL

7

AB# 20,737	AMENDMENTS TO THE CARLSBAD MUNICIPAL CODE TO DELETE AND REPLACE JOB TITLES AFFECTED BY THE ORGANIZATIONAL REALIGNMENT	DEPT. DIR.
MTG. 11-8-11		CITY ATTY.
DEPT. CLERK		CITY MGR.

RECOMMENDED ACTION:

Introduce Ordinance No. CS-____ CS-164, amending various sections of the Carlsbad Municipal Code to replace references to “City Engineer” with the titles “Transportation Director”, “Utilities Director”, or “Engineering Manager – Land Development”, and to redefine the term “City Engineer”; and

To replace references to “Public Works Director” with the titles “Transportation Director”, “Utilities Director”, and “Parks and Recreation Director”, and replacing a reference to the Public Works Department with the words “Parks and Recreation Department”; and

To replace references to “Planning Director” with the title “City Planner”, and replacing references to the Planning Department with the words “Planning Division”; and

To replace references to “Housing and Redevelopment Director” and Redevelopment Director with the title “Housing and Neighborhood Services Director”; and

To replace references to “Community Development Director” and “Deputy Public Works Director” with the title “Community and Economic Development Director”; and

To replace references to “Library Director” with the title “Library and Cultural Arts Director”.

ITEM EXPLANATION:

The organizational realignment, which was approved by the City Council by the adoption of Resolution No. 2010-149, on June 22, 2010, included the establishment of several new management classifications, deletion of certain others, and modification of certain job descriptions. This action however, did not modify the job titles in the Carlsbad Municipal Code, as any changes to the code must be made by the adoption of an ordinance.

The proposed ordinance is intended to amend the code to delete references to job titles that have been removed from the City’s Management Compensation Plan, replace references to certain job titles with newly adopted ones, and to replace certain department names that were affected by the realignment.

FISCAL IMPACT:

The estimated cost to include these revisions in the Municipal Code, upon adoption of the ordinances, is \$4,000.00. Funds to cover these costs are available in the City Clerk’s operating budget.

DEPARTMENT CONTACT: Karen Kundtz 760-434-2808 Karen.Kundtz@carlsbadca.gov

FOR CITY CLERKS USE ONLY.

COUNCIL ACTION:	APPROVED	<input type="checkbox"/>	CONTINUED TO DATE SPECIFIC	<input type="checkbox"/>
	DENIED	<input type="checkbox"/>	CONTINUED TO DATE UNKNOWN	<input type="checkbox"/>
	CONTINUED	<input type="checkbox"/>	RETURNED TO STAFF	<input type="checkbox"/>
	WITHDRAWN	<input type="checkbox"/>	OTHER – SEE MINUTES	<input type="checkbox"/>
	AMENDED	<input type="checkbox"/>		

ENVIRONMENTAL IMPACT:

Pursuant to Public Resources Code section 21065, this action does not constitute a "project" within the meaning of CEQA in that it has no potential to cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and therefore does not require environmental review.

EXHIBIT:

1. Ordinance No. CS- CS-164 .

ORDINANCE NO. CS- CS-164**AN ORDINANCE OF THE CITY COUNCIL OF THE
CITY OF CARLSBAD, CALIFORNIA, AMENDING
VARIOUS SECTIONS OF THE CARLSBAD
MUNICIPAL CODE TO DELETE AND REPLACE
JOB TITLES AND DEPARTMENT NAMES
AFFECTED BY THE ORGANIZATIONAL
REALIGNMENT IN SPECIFIC SECTIONS OF THE
CARLSBAD MUNICIPAL CODE.**

WHEREAS, the City of Carlsbad has recently approved various job title changes, among them the adoption of the titles "Transportation Director", "Utilities Director", and "Engineering Manager – Land Development" and the deletion of the title "Public Works Director"; and

WHEREAS, the City of Carlsbad has also approved the adoption of the title "Parks and Recreation Director"; and

WHEREAS, the City of Carlsbad has also approved the deletion of the title "Planning Director" and the adoption of the title "City Planner"; and

WHEREAS, the City of Carlsbad has also approved the deletion of the title "Housing and Redevelopment Director" and the adoption of the title "Housing and Neighborhood Services Director"; and

WHEREAS, the City of Carlsbad has also approved the deletion of the title "Community Development Director" and the adoption of the title "Community and Economic Development Director"; and

WHEREAS, the City of Carlsbad has also approved the deletion of the title "Library Director", and the adoption of the title "Library and Cultural Arts Director"; and

WHEREAS, the City of Carlsbad has also recently reorganized various departments and reassigned specific duties to newly created departments.

1 NOW, THEREFORE, the City Council of the City of Carlsbad ordains
2 as follows:

3 SECTION 1: That the words "City Engineer" in Section 2.08.050 of the
4 Municipal Code be deleted.

5 SECTION 2: That all references to "City Engineer" in Sections
6 2.28.020, 2.28.060(a), 8.28.040 (c), 10.08.060, 10.34.030, 11.04.030, 11.04.040,
7 11.04.050, 11.08.060 and 11.36.050(1), and Chapter 18.42 of the Municipal Code
8 be replaced with the title "Transportation Director".

9 SECTION 3: That Chapters 13.08, 13.10, 13.20, and 18.05 of the
10 Municipal Code be amended to replace all references to "City Engineer" with the title
11 "Utilities Director".

12 SECTION 4: That Chapter 2.08 of the Carlsbad Municipal Code be
13 amended by the addition of Section 2.08.035 to read as follows:

14 **2.08.035 Definition of City Engineer.**

15 The term "City Engineer" as used in this Code is defined as the
16 "Engineering Manager – Land Development", or designee, and is the person
17 authorized to perform the functions of the City Engineer as defined in Government
18 Code Section 66416.5.
19

20 SECTION 5: That Section 2.28.060(a), be amended to delete the
21 words "Public Works Director; and Section 8.17.050 of the Municipal Code be
22 amended to replace the words "Public Works Director" with the title "Transportation
23 Director".

24 SECTION 6: That Title 13 of the Municipal Code be amended to
25 replace all instances of the words "Public Works Director" with the title "Utilities
26 Director"; and
27
28

1 SECTION 7: That Section 2.28.060(a) of the Municipal Code be
2 amended to replace the words "Public Works Director" with the title "Parks and
3 Recreation Director".

4 SECTION 8: That the words "Public Works Department" in Section
5 11.12.030 of the Municipal Code be replaced with the words "Parks and Recreation
6 Department".

7 SECTION 9: That the words "Public Works Director" in Sections
8 21.45.150 B(1) and 21.45.150 D of the Municipal Code be replaced with the title
9 "Housing and Neighborhood Services Director".
10

11 SECTION 10: That all instances of the words "Planning Director" or
12 "Director of Planning" contained in Titles 2, 5, 8, 15, 18, 19, 20, 21, and 22 of the
13 Municipal Code be replaced with the title "City Planner".

14 SECTION 11: That all instances of the words "Planning Department"
15 contained in the Municipal Code be replaced with the words "Planning Division".
16

17 SECTION 12: That all instances of the words "Housing and
18 Redevelopment Director" contained in Titles 8 and 21 of the Municipal Code be
19 replaced with the title "Housing and Neighborhood Services Director".

20 SECTION 13: That Sections 11.16.020 G and 11.16.040 of the
21 Municipal Code regarding the duties and responsibilities of the "Redevelopment
22 Director" be deleted.

23 SECTION 14: That all instances of the words "Community
24 Development Director" contained in Titles 1, 2, 5, 6, 8, 18, 19, and 21 of the
25 Municipal Code be replaced with the title "Community and Economic Development
26 Director".
27
28

SECTION 15: That the words "Deputy Public Works Director – engineering services" contained in Section 21.110.250 (f) of the Municipal Code be replaced with the title "Community and Economic Development Director".

SECTION 16: That the words "Library Director" contained in Sections 2.16.080 and 2.16.090 of the Municipal Code be replaced with the title "Library and Cultural Arts Director".

EFFECTIVE DATE: This ordinance shall be effective thirty days after its adoption; and the city clerk shall certify the adoption of this ordinance and cause it to be published at least once in a newspaper of general circulation in the City of Carlsbad within fifteen days after its adoption.

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1 INTRODUCED AND FIRST READ at a regular meeting of the
2 Carlsbad City Council on the _____ day of _____, 2011, and thereafter

3 PASSED AND ADOPTED at a regular meeting of the City Council of
4 the City of Carlsbad on the _____ day of _____, 2011, by the following
5 vote, to wit:

6
7 AYES:

8 NOES:

9 ABSENT:

10 APPROVED AS TO FORM AND LEGALITY:

11
12
13 _____
14 RONALD R. BALL, City Attorney

15 _____
16 MATT HALL, Mayor

17 ATTEST:

18
19 _____
20 LORRAINE M. WOOD, City Clerk
21 (Seal)



CITY OF CARLSBAD – AGENDA BILL

8

AB# 20,738	APPROVAL OF RESOLUTION TO ACCEPT THE LA COSTA AVENUE INTERIM STRIPING AND PARKING RECORD AS-BUILT PLAN AND IMPROVEMENT PLAN AND INTRODUCE AN ORDINANCE REDUCING THE SPEED LIMIT ON LA COSTA AVENUE	DEPT. DIRECTOR
MTG. 11/08/11		CITY ATTORNEY
DEPT. TRAN		CITY MANAGER

RECOMMENDED ACTION:

Adopt Resolution No. 2011-266 accepting the record as-built plan for construction of The La Costa Avenue Interim Striping and Parking Plan, Project No. 6038 Drawing No. 471-8 and 471-8A on file in the office of the Transportation Department Director.

Introduce Ordinance No. CS-165 to reduce the existing 45 mile per hour prima facie speed limit upon La Costa Avenue from 1000' east of El Camino Real to Rancho Santa Fe Road to 40 miles per hour.

Adopt Resolution No. 2011-267 to accept the La Costa Avenue Improvement Plan.

ITEM EXPLANATION:

La Costa Avenue between Rancho Santa Fe Road and El Camino Real was developed when the La Costa area was part of the County of San Diego, prior to annexation to the City of Carlsbad in 1972. Over the years traffic has increased along the secondary arterial linking eastern Carlsbad with Interstate 5. Direct residential driveway access and the 45-mile-per-hour (MPH) posted speed limit created challenges for drivers entering and exiting residential access points.

A court settlement related to case number 37-2009-00051045-CU-PA-NC included allegations that the sight distance, at a specific section of La Costa Avenue did not meet the standards for the posted speed limit of 45 MPH, and this sight distance may have directly contributed to the collision of record. The City denied those allegations. The City of Carlsbad uses the California Vehicle Code (CVC) to establish enforceable speed limits, and the posted speed should therefore be based on the "critical speed" defined as the 85th percentile speed. The court's preliminary ruling in that case made it imperative that the City Council take urgent action to remedy, what was alleged to be a dangerous condition by changing the character of La Costa Avenue to enhance safety and reduce liability in the case of future collisions by increasing the stopping sight distance at driveway access points. The following two processes were used to address the sight distance issue, reduce the critical speed, and enhance the residential character of the area:

1. **Interim Striping Plan:** a series of immediate roadway improvements were developed that directly addressed the traffic safety issues identified in that court ruling utilizing simple roadway striping, traffic warning signs and speed feedback signs. Per City Council direction, staff developed the "La Costa Avenue Interim Striping and Parking Plan" to document the interim measures used to enhance sight distance and improve driver safety at driveway access points. The plan was implemented in July and August of 2011, and the critical speed

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FOR CITY CLERKS USE ONLY				
COUNCIL ACTION:	APPROVED	<input type="checkbox"/>	CONTINUED TO DATE SPECIFIC	<input type="checkbox"/>
	DENIED	<input type="checkbox"/>	CONTINUED TO DATE UNKNOWN	<input type="checkbox"/>
	CONTINUED	<input type="checkbox"/>	RETURNED TO STAFF	<input type="checkbox"/>
	WITHDRAWN	<input type="checkbox"/>	OTHER – SEE MINUTES	<input type="checkbox"/>

has been successfully lowered so that the City can now establish an enforceable 40 MPH speed limit on La Costa Avenue.

2. **La Costa Avenue Improvement Plan:** a community-based visioning process was used to address the long-term transportation desires of the La Costa community. This process emphasized effective public involvement to build consensus on a vision for the La Costa Avenue that includes traffic calming measures (e.g., bulb outs, medians, and roundabouts) that will further encourage lower vehicle speeds. The proposed traffic calming measures result in a self-enforcing roadway design that physically limits users ability to drive comfortably over the design speed.

La Costa Avenue Interim Striping and Parking Plan

At the February 8, 2011 meeting the City Council:

- Approved the installation of speed feedback signs in both directions of travel;
- Approved the installation of traffic warning signs in advance of residential units on both sides of La Costa Avenue;
- Directed staff to develop an Interim Striping and Parking Plan with the primary goal of reducing the westbound traffic to one through travel lane while maintaining the two-way left turn lane and on-street parking where practicable; and
- Direct staff to take the Interim Striping and Parking Plan before the Traffic Safety Commission, and return to City Council for approval to implement.

At the June 6, 2011 Traffic Safety Commission the commissioners:

- Unanimously recommended that City Council approve the Interim Striping and Parking Plan and restrict parking as necessary on La Costa Avenue from Rancho Santa Fe Road to El Camino Real to create sufficient sight distance.

At the June 28, 2011 meeting the City Council:

- Unanimously approved the Interim Striping and Parking Plan and directed staff to implement the interim striping and parking plan;
- Authorized the City Traffic Engineer to prohibit on-street parking along La Costa Avenue between Rancho Santa Fe Road and El Camino Real at locations needed to achieve acceptable sight distance; and
- Asked staff to return to present the before/after study after implementation of the Interim Striping and Parking Plan.

During the months of July and August 2011, Transportation Department staff implemented the La Costa Avenue Interim Striping and Parking Plan. Minor modifications were made in the field to the original Interim Striping and Parking Plan presented to City Council on June 28, 2011 to enhance safety. Staff also worked very closely with many of the residents to preserve on-street parking where practicable. One notable modification was the addition of a "buffer zone" in both the westbound direction and eastbound on La Costa Avenue. This buffer zone narrowed the motor vehicle travel lane which can help reduce travel speeds, increase sight distance from driveways, and more clearly delineate the one motor vehicle travel lane from the bike lane. The buffer zone also allows some on-street parking to be restored on the south side of La Costa Avenue between Romeria Street and Levante Street.

Before and After Study

Several members of the community expressed concern that the Interim Striping and Parking Plan might increase travel times along La Costa Avenue to a level that would make Levante Street, located south of La Costa Avenue, an attractive alternative route. To address this concern, "Before and after" traffic data was collected. The following is taken from the enclosed *La Costa Avenue Before and After Interim Road Diet Project* report:

"The results of the traffic volumes assessment before and after the La Costa interim road diet show that the variations in the before and after traffic volumes are not significant enough to indicate that any diversion of traffic has occurred. The results of the level of service operational analysis show that the study intersection and study roadway segments operate at acceptable levels of service both before and after the La Costa Avenue interim road diet. Therefore, the reduction in capacity on westbound La Costa Avenue following the completion of the interim road diet does not result in significant traffic impacts on the study intersection or roadway segments."

Establish 40 MPH Speed Zone for La Costa Avenue

The La Costa Avenue Interim Striping and Parking Plan, warning signs, and speed feedback signs achieved the goal of changing the character of La Costa Avenue to enhance driver safety at residential driveway access points and reducing the critical speed along the corridor. The new speed data reflects reductions in critical speed by 3-5 MPH. For example, the critical speed at one location on La Costa Avenue was reduced from 50 MPH to 46 MPH. The California Manual on Uniform Traffic Control Devices (MUTCD) recommends that speed limits be re-evaluated after roadways have undergone a significant change in roadway characteristics. Due to the recently implemented La Costa Interim Striping and Parking Plan, staff has re-evaluated the speed zone on La Costa Avenue.

Speed surveys were conducted on La Costa Avenue. The critical speeds (i.e., 85th percentile speeds) were found to be 45, 46, 46 and 44 MPH at four different locations along the subject roadway. The California MUTCD requires the speed limit be established at the nearest 5 MPH increment of the critical speed and that any 5 MPH reduction from the nearest increment must be justified, in writing, by a registered engineer. The City Traffic Engineer utilized engineering judgment and data from the Traffic Engineering and Speed Survey in collaboration with the Police Department to determine that the limited sight distance from the driveways may not be readily apparent to the driver by definition. That is, after the Interim Striping and Parking Plan was implemented the minimum stopping sight distance of 360 feet recommended for vehicle speeds of 45 MPH was not achieved at all residential driveway accesses, and these locations are not readily apparent to the driver. This determination is further supported by the recent court ruling that there was a clear and present danger on La Costa Avenue when the posted speed limit was 45 MPH at the time of the collision.

Based on the findings, the recommendation is that the speed limit on La Costa Avenue from 1,000 feet east of El Camino Real to Rancho Santa Fe Road be decreased from 45 MPH to 40 MPH per the requirements found in the California MUTCD and the California Vehicle Code (CVC). The proposed 40 MPH speed limit is consistent with the current sight distance at driveways along La Costa Avenue, more compatible with a residential neighborhood, and further improves safety for all modes of transportation along the corridor.

La Costa Avenue Improvement Plan (conceptual plan for long-term improvements)

At the same time that the Interim Striping and Parking Plan was being prepared, a community-based visioning process began to develop a long-term solution for La Costa Avenue. The City Council approved the project objective to “develop a cost effective, community-preferred plan to address traffic speeds and safety on La Costa Avenue in a way that respects the residential character and arterial function of the roadway.” The enclosed La Costa Avenue Improvement Plan reflects the community’s vision resulting from this process.

The City hosted a series of community workshops at Stagecoach Community Center held on April 28, May 26, and June 23, 2011, to develop the community preferred vision. The community workshops were well attended and represented by La Costa Avenue residents, residents in the adjacent area, and stakeholders living outside the immediate area. The City of Carlsbad website was used to engage the community and encourage all stakeholders to participate in the process, including those members that did not attend the community workshops. The City provided meeting summaries and posted presentation materials from each meeting on the City of Carlsbad website (<http://www.carlsbadca.gov/services/traffic/pages/lacostaavenueimprovementplan.aspx>).

A survey was used to determine critical issues to be addressed in the study. The surveys were mailed to the La Costa community and available on the City of Carlsbad website for the general public to respond. Results of the survey were posted on the City of Carlsbad website including each comment received as part of the survey or submitted as part of the community workshops. The survey results assisted in the development of the following strategies used to develop a draft plan:

1. Increase safety for all users
2. Design a roadway in keeping with the residential neighborhood
3. Don’t divert traffic to other residential streets
4. Develop a cost effective plan

Community Workshop Results

The final community workshop reached consensus on the vision that was used to prepare the enclosed La Costa Avenue Improvement Plan. The keystone to the plan is a “road diet” that reduces La Costa Avenue to one travel lane and a bike lane in each direction between Fairway Lane and Esfera Street. The proposed lane configuration is a pre-requisite for traffic calming measures such as roundabouts that would be used as an alternative to traffic signals along the corridor. Effective traffic calming measures could include landscaping that is also used for streetscape beautification that enhances the residential character of La Costa Avenue.

Analysis of the traffic flow indicated that the proposed road diet would meet the City of Carlsbad level of service standards under existing and forecasted conditions. Reducing the roadway from two lanes in each direction to one lane in each direction from Fairway Lane to Esfera Street extends the portions of one lane sections that currently exist in both directions. The true capacity of the roadway is not metered by the number of lanes on La Costa but rather is constrained by the major traffic signalized intersections at El Camino Real and Rancho Santa Fe Road. The current roadway capacity would be maintained near the primary entrance points at El Camino Real and Rancho Santa Fe Road.

The community members attending the meeting generally supported the proposed plan, but there were still concerns about longer travel times resulting from the proposed speed reduction measures. Public comments on the draft plan, from the meeting participants and the input received on the City of Carlsbad website, were used to finalize the community-preferred improvement plan. At their meeting

September 12, 2011, the Traffic Safety Commission recommended City Council approval of the La Costa Avenue Improvement Plan.

The entire cost to construct the proposed La Costa Avenue Improvement Plan is estimated between \$3.5 and \$4.5 million, depending on the options selected. However, final project costs could change as a result of environmental review, engineering design changes, or other modifications not envisioned in the La Costa Avenue Improvement Plan.

La Costa Avenue Road Diet and Traffic Calming (CIP Project No. 6038)

The La Costa Avenue Improvement Plan was developed so that work could be phased. Phase I of the proposed La Costa Avenue Plan is a road diet that would require changes to the lane configuration on La Costa Avenue that are not consistent with the Circulation Element in the current General Plan. The city is in the process of updating the General Plan which is expected to include new policies and guidelines that support the La Costa Avenue Improvement Plan. The Complete Street policies and guidelines that support traffic calming measures are already part of the scope and funded in the General Plan Update as they are a result of the state mandated AB 1358 Complete Streets Act.

The Capital Improvement Program for the La Costa Avenue Road Diet and Traffic Calming (CIP Project No. 6038) was redefined to consider additional traffic engineering solutions in addition to traffic signals in the FY2012 budget, before the La Costa Avenue Improvement Plan was completed. Prior to commencing work on the plan or Phase I, the following actions must occur:

1. General Plan Update approved with complete streets policies and guidelines and a Circulation Element that supports a road diet on La Costa Avenue for one lane in each direction;
2. City Council approves the contracts for design, environmental review and construction of phase I.

Based on the cost estimates provided in the La Costa Avenue Improvement Plan, staff recommends pursuing Phase I of the Plan. This phase of the project could be funded with existing CIP funds to design and implement the following elements:

- Entrance statements featuring landscaped medians at each end of the corridor;
- Road diet between Fairway Lane and Esfera Street (one vehicle lane with bike lanes in each direction);
- Re-alignment of roadway lanes between Romeria Street and Levante Street to restore on-street parking on the south side of La Costa Avenue; and
- A minimum of one roundabout between Villa Castilla Way and Romeria Street.

Preliminary design work would be postponed until the General Plan update has been completed and new Complete Street policies and guidelines standards are established for projects like the proposed La Costa Avenue Improvement Plan.

FISCAL IMPACT

Interim Striping Plan

The estimated cost to implement the Interim Striping Plan is \$50,000 which includes: \$19,000 for Streets Division labor, materials, and equipment for the re-striping, \$18,000 for speed indicator signs, and \$13,000 for before / after traffic study. The Capital Improvement Program for the La Costa Avenue Road Diet and Traffic Calming (CIP Project No. 6038) will be the funding source for the Interim Striping Plan.

La Costa Avenue Speed Reduction Measures

The cost of eleven (11) speed limit signs and restriping pavement legends on La Costa Avenue are estimated at \$4,500 and are being funded from the Streets Division Operating Budget.

La Costa Avenue Improvement Plan

It is important to note that no funding has been allocated or is being requested toward phasing options recommended in the La Costa Avenue Improvement Plan. However, the City previously allocated \$112,000 for the community visioning process and development of the La Costa Avenue Improvement Plan. The estimated cost to construct the La Costa Avenue Improvement Plan is \$3.5-\$4.5 million.

The Capital Improvement Program for the La Costa Avenue Road Diet and Traffic Calming (CIP Project No. 6038) will have a remaining balance of approximately \$810,000, once costs for the interim striping improvements, and the development of the La Costa Avenue Improvement Plan (visioning plan) are deducted. Staff recommends retaining the Gas Tax funds currently allocated to CIP Project number 6038 for La Costa Avenue Road Diet and Traffic Calming to implement Phase 1, after the General Plan Update is completed. As a part of the FY 2013/2014 budget process, a revised scope of work for Phase 1 will be developed for City Council consideration.

Although no funding is being requested for implementation of the La Costa Avenue Improvement Plan at this time, staff will actively search for grant opportunities that could fund Plan options. Furthermore, if the community desired to accelerate implementation of future phases of the plan, they could, on their own consider private funding sources as a means to construct or partially fund future phases of the Plan. Another alternative could be for the City to work with the La Costa Community in implementation of a benefit district or assessment district to partially fund the improvements that will directly benefit their community including on-going landscape maintenance costs.

ENVIRONMENTAL IMPACT:

Given the need for urgent action in light of the court settlement referenced above, the La Costa Avenue Interim Striping and Parking Plan is statutorily exempt from the California Environmental Quality Act (CEQA) under Public Resources Code Subsection 21080(b)(4), which exempts "specific actions necessary to prevent or mitigate an emergency." In addition, this project is categorically exempt from environmental review. Section 15301 of the CEQA Guidelines exempts "...the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination." Examples given in Section 15301(c) of the CEQA Guidelines include "existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purposes of public safety)." This exemption is applicable for the proposed project because streets are specifically listed as an example of an existing facility and there will be no expansion of use in that no additional lanes are being added for additional vehicle capacity. Furthermore, none of the exceptions listed in CEQA Section 15300.2 are applicable in that there is no reasonable possibility that the project may have a significant environmental impact or that cumulative impacts would be significant, as evidenced in the attached traffic analysis.

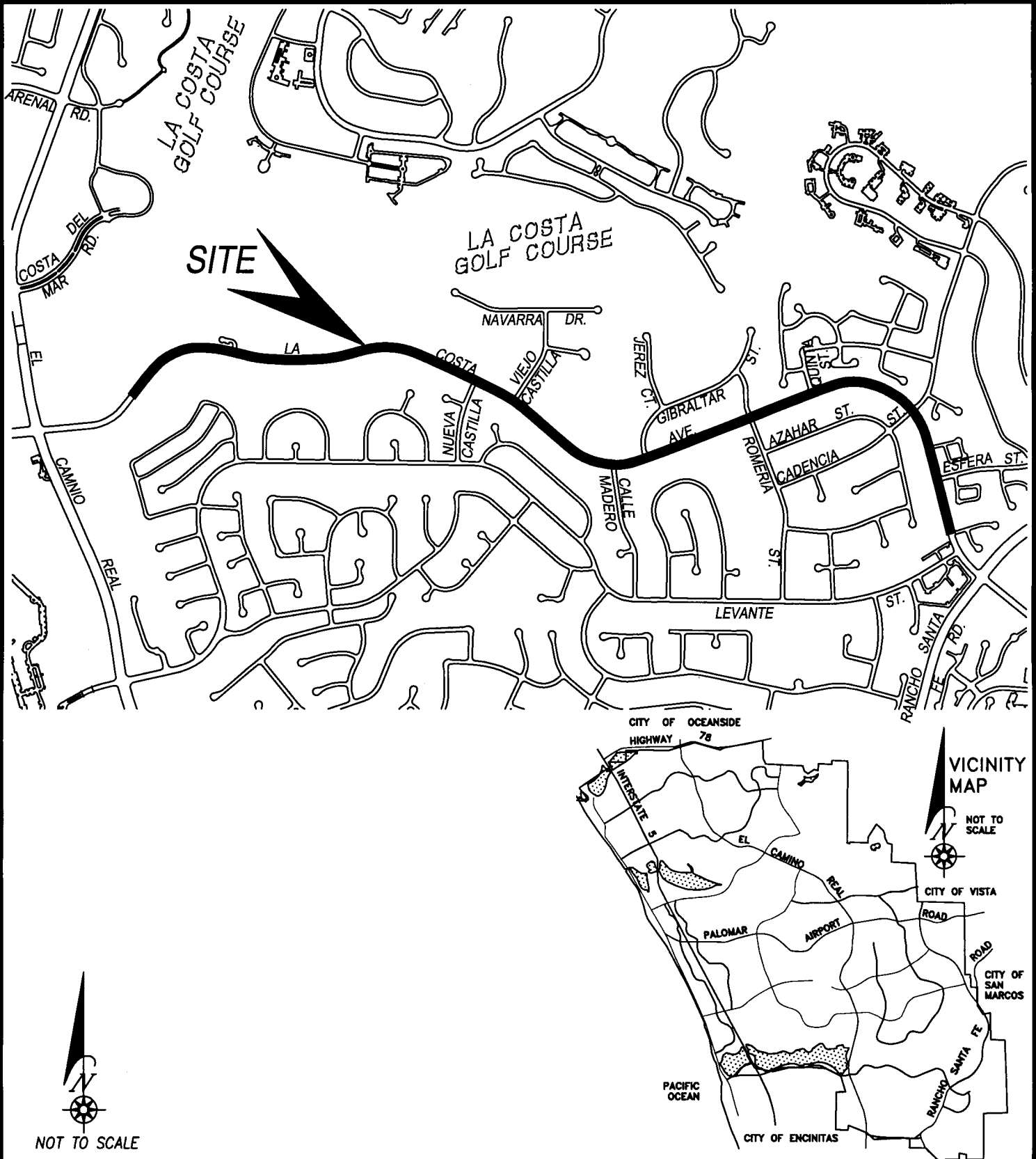
The proposed change to the posted speed limit is exempt from the California Environmental Quality Act (CEQA) per State CEQA Guidelines Section 15301(c) - minor alteration of existing facilities, including streets, involving negligible or no expansion.

Acceptances of the La Costa Avenue Improvement Plan does not qualify as a "project" under the California Environmental Quality Act (CEQA) per State CEQA Guidelines Section 15378 as it is a conceptual plan and does not result in a direct or reasonable foreseeable indirect physical change in the environment.

EXHIBITS:

1. Location Map
2. La Costa Avenue "Before and After" Interim Road Diet Project Report
3. La Costa Avenue Improvement Plan and Technical Memorandum.
4. Resolution No. 2011-266 accepting the La Costa Avenue Interim Striping and Parking Record As-Built Plan.
5. Ordinance No. CS-165 to decrease the existing 45 mile per hour prima facie speed limit on La Costa Avenue from 1000' east of El Camino Real to Rancho Santa Fe Road to 40 miles per hour.
6. **Redline/strikeout version Ordinance to decrease the existing 45 mile per hour prima facie speed limit on La costa Avenue from 1,000 feet east of El Camino Real to Rancho Santa Fe Road to 40 miles per hour.**
7. Resolution No. 2011-267 accepting the La Costa Avenue Improvement Plan.

LOCATION MAP



PROJECT NAME

LA COSTA AVENUE IMPROVEMENT PLAN

EXHIBIT

1



EXHIBIT 2

October 18, 2011

JN 55-100776.001

Mr. John Kim
CITY OF CARLSBAD
1635 Faraday Avenue
Carlsbad, CA 92008

**Subject: La Costa Avenue "Before and After" Interim Road Diet Project
Traffic Volume Assessment and Operational Analysis**

Dear John:

RBF Consulting has conducted an assessment of traffic volumes and an operational analysis for conditions before and after the interim restriping of La Costa Avenue. The project extends from just west of Fairway Lane to just west of Romeria Street and includes reducing westbound La Costa Avenue from two lanes to one lane. The City restriped the westbound direction of La Costa Avenue between Romeria Street and Fairway Lane from two lanes to one lane in July 2011. Ultimately, the City of Carlsbad will implement a complete road diet and reduce the number of travel lanes in each direction on La Costa Avenue from two lanes to one lane.

The purpose of the La Costa Avenue road diet is to free up space within the existing right-of-way in order to provide Class II bike lanes in each direction of travel and to provide a buffer between the residential driveways and through vehicles on La Costa Avenue. The La Costa Avenue study area and the before/after lane configuration are illustrated in Exhibit 1 and Exhibit 2, respectively.

DATA COLLECTION

The purpose of the "before and after" study is to determine if the interim road diet for the westbound direction of La Costa Avenue resulted in diversion of traffic to other parallel roadways such as Levante Street or Calle Barcelona. The daily traffic volumes were used to evaluate the impact on level of service along the section of La Costa Avenue that has been restriped.

The "before condition" traffic counts were collected in May 2011 on a typical weekday while schools were still in session and prior to the interim restriping of La Costa Avenue. The "after condition" traffic counts were collected in September 2011 on a typical weekday after schools were back in session after the interim restriping of westbound La Costa Avenue was completed.

Traffic counts were collected over a 24-hour period for the following mid-block locations for both the "before" condition (May 2011) and the "after" condition (September 2011):

1. La Costa Avenue, from La Costa Town Center Access to Fairway Lane
2. La Costa Avenue, from Quinta Street to Cadencia Street
3. Levante Street, from Torrejon Place to Sacada Circle
4. Levante Street, from Galleon Way to Romeria Street
5. Calle Barcelona, from Paseo Aliso to Paseo Avellano
6. Rancho Santa Fe Road, from Calle Barcelona to Camino De Las Coches

Morning (7:00 – 9:00 a.m.) and afternoon (4:00 – 6:00 p.m.) peak period intersection counts were also collected at La Costa Avenue / Vieja Castilla Way, the only signalized intersection along the section of La Costa Avenue where the interim road diet has been implemented.

The daily mid-block traffic counts collected before and after the interim road diet on La Costa Avenue are illustrated in Exhibit 3. The peak hour mid-block and intersection counts collected before and after the interim road diet are shown in Exhibit 4. The raw traffic count data is provided in the technical appendix following this report.

BEFORE AND AFTER TRAFFIC VOLUME ASSESSMENT

The traffic count data collected before and after the interim restriping of La Costa Avenue was closely evaluated to determine if the interim road diet for westbound La Costa Avenue resulted in some diversion of traffic to other parallel roadways such as Levante Street or Calle Barcelona. The before and after counts for the parallel roadway corridors were grouped into two screenlines and the changes in the volumes were evaluated as a percentage of the total screenline volumes. By using the screenline methodology, the analysis factors out some of the variability in traffic volumes that typically occurs from day to day.

One screenline was established for the west sides of the parallel roadway corridors and the other on the east sides. The screenline analysis includes daily and peak hour counts for the following roadway segments:

Screenline #1 (West Side)

- A. La Costa Avenue from La Costa Town Center to Fairway Lane
- C. Levante Street from Torrejon Place to Sacada Circle
- E. Calle Barcelona from Paseo Aliso to Paseo Avellano

Screenline #2 (East Side)

- B. La Costa Avenue from Quinta Street to Cadencia Street
- D. Levante Street from Galleon Way to Romeria Street
- E. Calle Barcelona from Paseo Aliso to Paseo Avellano

Counts were collected in only one location on Calle Barcelona; therefore, these counts are used for both screenlines. The two screenlines as described above are also shown graphically in Exhibit 5.

Table 1 presents the comparison of the daily mid-block traffic counts both before and after the La Costa Avenue interim road diet using the screenline method. This screenline comparison method is also shown in Exhibit 6 in a pie chart format.

Table 1
Comparison of Daily Traffic Volumes
Before and After La Costa Avenue Interim Road Diet

Roadway		Segment	Direction	Before Condition		After Condition	
				ADT	% of Screenline ADT	ADT	% of Screenline ADT
Screenline 1 Comparison							
A	La Costa Avenue	La Costa Town Ctr to Fairway Ln	EB	8,703	61.4%	8,579	61.1%
			WB	8,460	60.3%	8,682	61.8%
			Total	17,163	60.9%	17,261	61.4%
C	Levante St	Torrejon Pl to Sacada Cir	EB	591	4.2%	680	4.8%
			WB	713	5.1%	774	5.5%
			Total	1,304	4.6%	1,454	5.2%
E	Calle Barcelona	Paseo Aliso to Paseo Avellano	EB	4,876	34.4%	4,778	34.0%
			WB	4,858	34.6%	4,599	32.7%
			Total	9,734	34.5%	9,377	33.4%
Total (Screenline) A-C-E Eastbound ADT Volumes				14,170	50.2%	14,037	50.0%
Total (Screenline) A-C-E Westbound ADT Volumes				14,031	49.8%	14,055	50.0%
Total (Screenline) A-C-E ADT Volumes				28,201	100.0%	28,092	100.0%
Screenline 2 Comparison							
B	La Costa Avenue	Quinta St to Cadencia St	EB	6,448	51.5%	6,413	52.1%
			WB	6,260	51.1%	5,643	49.4%
			Total	12,708	51.3%	12,056	50.8%
D	Levante St	Galleon Way to Romeria St	EB	1,187	9.5%	1,128	9.2%
			WB	1,142	9.3%	1,179	10.3%
			Total	2,329	9.4%	2,307	9.7%
E	Calle Barcelona	Paseo Aliso to Paseo Avellano	EB	4,876	39.0%	4,778	38.8%
			WB	4,858	39.6%	4,599	40.3%
			Total	9,734	39.3%	9,377	39.5%
Total (Screenline) B-D-E Eastbound ADT Volumes				12,511	50.5%	12,319	51.9%
Total (Screenline) B-D-E Westbound ADT Volumes				12,260	49.5%	11,421	48.1%
Total (Screenline) B-D-E ADT Volumes				24,771	100.0%	23,740	100.0%

Note: Volumes shaded in gray and shown in bold indicate the direction (westbound) where the interim road diet on La Costa Avenue was implemented.

As shown in Table 1, the changes in daily traffic volumes expressed as percentages of total screenline ADT varies by less than two percent for all of the roadway segments before and after the interim road diet. Daily fluctuations of up to 10 percent are considered normal for traffic volumes from one day to another on parallel roadway corridors. Therefore, variations that exceed 10 percent from one day to another can be considered a significant change in the traffic patterns on the parallel roadway corridors.

While the comparison of the before and after traffic volumes using the screenline method does factor out some of the day-to-day variability, variation of less than two percent in the proportion of individual segment ADT to total screenline ADT is not considered significant and is within the range of daily traffic fluctuations that is considered normal. Therefore, based on the assessment of daily traffic volumes before and after the La Costa Avenue interim road diet, it does not appear that there is significant diversion of daily traffic to Levante Street or Calle Barcelona.

Table 2 presents the comparison of the peak hour mid-block traffic counts both before and after the La Costa Avenue interim road diet using the screenline method.

As shown in Table 2, the changes in peak hour volumes expressed as percentages of total screenline peak hour volumes varies from zero to approximately five percent. Although the before and after comparison does show slightly more fluctuation in the peak hour volumes than in the daily volumes, the variation is still low enough to be considered within the range of normal fluctuations in traffic from one day to another. Therefore, based on the assessment of peak hour traffic volumes before and after the La Costa Avenue interim road diet, it does not appear that there is a significant diversion of peak hour traffic to Levante Street or Calle Barcelona.

Table 2
Comparison of Peak Hour Traffic Volumes
Before and After La Costa Avenue Interim Road Diet

Roadway		Segment	Direction	Before Condition Peak Hour Volumes		% of Screenline Peak Hour Volumes		After Condition Peak Hour Volumes		% of Screenline Peak Hour Volumes	
				AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Screenline 1 Comparison											
A	La Costa Avenue	La Costa Town Ctr to Fairway Ln	EB	432	900	57.8%	59.5%	396	951	57.8%	62.0%
			WB	970	590	56.0%	56.2%	981	571	56.3%	55.9%
			Total	1,402	1,490	56.6%	58.1%	1,377	1,522	56.7%	59.6%
C	Levante St	Torrejon PI to Sacada Cir	EB	64	48	8.6%	3.2%	59	59	8.6%	3.8%
			WB	67	65	3.9%	6.2%	72	77	4.1%	7.5%
			Total	131	113	5.3%	4.4%	131	136	5.4%	5.3%
E	Calle Barcelona	Paseo Aliso to Paseo Avellano	EB	251	565	33.6%	37.3%	230	523	33.6%	34.1%
			WB	694	395	40.1%	37.6%	690	373	39.6%	36.5%
			Total	945	960	38.1%	37.5%	920	896	37.9%	35.1%
Total (Screenline) A-C-E Eastbound Peak Hour Volumes				747	1,513	30.1%	59.0%	685	1,533	28.2%	60.0%
Total (Screenline) A-C-E Westbound Peak Hour Volumes				1,731	1,050	69.9%	41.0%	1,743	1,021	71.8%	40.0%
Total (Screenline) A-C-E Peak Hour Volumes				2,478	2,563	100.0%	100.0%	2,428	2,554	100.0%	100.0%
Screenline 2 Comparison											
B	La Costa Avenue	Quinta St to Cadencia St	EB	445	629	51.9%	48.5%	409	666	55.3%	51.3%
			WB	677	458	46.0%	48.1%	619	397	42.5%	45.2%
			Total	1,122	1,087	48.2%	48.4%	1,028	1,063	46.8%	48.9%
D	Levante St	Galleon Way to Romeria St	EB	161	102	18.8%	7.9%	101	108	13.6%	8.3%
			WB	101	99	6.9%	10.4%	148	109	10.2%	12.4%
			Total	262	201	11.2%	8.9%	249	217	11.3%	10.0%
E	Calle Barcelona	Paseo Aliso to Paseo Avellano	EB	251	565	29.3%	43.6%	230	523	31.1%	40.3%
			WB	694	395	47.1%	41.5%	690	373	47.4%	42.4%
			Total	945	960	40.6%	42.7%	920	896	41.9%	41.2%
Total (Screenline) B-D-E Eastbound Peak Hour Volumes				857	1,296	36.8%	57.7%	740	1,297	33.7%	59.6%
Total (Screenline) B-D-E Westbound Peak Hour Volumes				1,472	952	63.2%	42.3%	1,457	879	66.3%	40.4%
Total (Screenline) B-D-E Peak Hour Volumes				2,329	2,248	100.0%	100.0%	2,197	2,176	100.0%	100.0%

Note: Volumes shaded in gray and shown in bold indicate the direction (westbound) where the interim road diet on La Costa Avenue was implemented.

LEVEL OF SERVICE OPERATIONAL ANALYSIS

Peak Hour Intersection Operations

Peak hour level of service operations before and after the La Costa Avenue interim road diet was evaluated at the intersection of La Costa Avenue / Viejo Castilla Way, which is the only signalized intersection along the section of La Costa Avenue where the interim restriping has been implemented.

Consistent with the City of Carlsbad Growth Management Program, the Intersection Capacity Utilization (ICU) method was used to determine intersection Level of Service (LOS). The City of Carlsbad Growth Management Program circulation standards allow LOS D or better operations for intersections during peak hours. Additionally, if an intersection operates at LOS E or F without the project, a significant project impact will occur if the project increases the V/C ratio at an intersection by more than 0.020.

Table 3 summarizes the results of the peak hour LOS analysis at the intersection of La Costa Avenue / Viejo Castilla Way, before and after the completion of the La Costa Avenue interim road diet. ICU worksheets are provided in the technical appendix following this report.

Table 3
Existing Before and After Conditions
Peak Hour Intersection Operational Analysis

Intersection	Conditions Before				Conditions After				AM Change in V/C	PM Change in V/C
	A.M. Peak		P.M. Peak		A.M. Peak		P.M. Peak			
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS		
La Costa Avenue / Viejo Castilla Way	0.490	A	0.401	A	0.768	C	0.578	A	0.278	0.177

As shown in Table 3, the study intersections operate at acceptable levels of service (LOS D or better) during the peak hours both before and after the interim restriping of La Costa Avenue. Therefore, the reduction in capacity at the westbound approach of the intersection of La Costa Avenue / Viejo Castilla Way does not result in a significant traffic impact.

Peak Hour Roadway Segment Operations

A peak hour analysis was performed for conditions before and after the La Costa Avenue interim road diet on the roadway segments where the interim restriping has occurred on La Costa Avenue. Peak hour segment LOS is determined by taking the average one-way traffic volume in either direction and dividing that volume by the segment peak hour capacity to yield the segment V/C ratio. A maximum capacity of 1,800 vehicles per hour per lane (VPHPL) was used. The peak hour roadway segment analysis methodology that is used is consistent with the City of Carlsbad Growth Management Program.

The City of Carlsbad Growth Management Program circulation standards allow LOS D or better operations for street segments during peak hours. Additionally if an intersection operates at LOS E or F without the project, a significant project impact will occur if the project increases the V/C ratio on a roadway segment by more than 0.020.

The peak hour roadway segment analysis was performed for the following roadway segments:

- La Costa Avenue from Fairway Lane to Vieja Castilla Way (west side of road diet section)
- La Costa Avenue from Vieja Castilla Way to Romeria Street (east side of road diet section)

Traffic counts were only collected on segments of La Costa Avenue that are beyond the limits of the interim road diet section (Fairway Lane to Romeria Street). Therefore, in order to perform the peak hour segment analysis, the traffic counts collected between La Costa Town Center and Fairway Lane were applied to the analysis of the segment between Fairway Lane and Vieja Castilla Way. On the east side of the study area, the traffic counts collected between Quinta Street and Cadencia Street were applied to the analysis of the segment between Vieja Castilla Way and Romeria Street. The traffic counts collected on the west side are probably slightly higher than the volume on the corresponding west study segment, while the traffic counts collected on the east side are probably slightly lower than the volume on the corresponding east study segment. It is our professional opinion that the slight differences between the count and study locations do not affect the findings of the analysis.

Table 4 summarizes the results of the peak hour roadway segment analysis for the two study roadway segments along the section of La Costa Avenue where the interim road diet has occurred. As shown in Table 4, the study roadway segments operate at LOS A during the peak hours both before and after the interim restriping of La Costa Avenue. Therefore, the reduction in capacity on westbound La Costa Avenue as a result of the interim road diet does not result in a significant traffic impact.

Table 4
Before and After Conditions
Peak Hour Roadway Segment Operational Analysis

Segment of La Costa Avenue	Conditions Before Interim Road Diet								Conditions After Interim Road Diet								AM Change in V/C	PM Change in V/C
	Direction (Lanes)	Capacity	AM Peak Hour			PM Peak Hour			Direction (Lanes)	Capacity	AM Peak Hour			PM Peak Hour				
			Vol.	V/C	LOS	Vol.	V/C	LOS			Vol.	V/C	LOS	Vol.	V/C	LOS		
Fairway Lane to Vieja Castilla Way	EB (2)	3,600	432	0.120	A	900	0.250	A	EB (2)	3,600	396	0.110	A	951	0.264	A	-0.010	0.014
	WB (2)	3,600	970	0.269	A	590	0.164	A	WB (1)	1,800	981	0.545	A	571	0.317	A	0.276	0.153
Vieja Castilla Way to Romeria Street	EB (2)	3,600	445	0.124	A	629	0.175	A	EB (2)	3,600	409	0.114	A	666	0.185	A	-0.010	0.010
	WB (2)	3,600	677	0.188	A	458	0.127	A	WB (1)	1,800	619	0.344	A	397	0.221	A	0.156	0.093

SUMMARY AND CONCLUSIONS

The traffic count data collected before and after the interim restriping of La Costa Avenue was closely evaluated to determine if the interim road diet for westbound La Costa Avenue resulted in diversion of traffic to other parallel roadways such as Levante Street or Calle Barcelona. The results of the traffic volumes assessment before and after the La Costa interim road diet show that the variations in the before and after traffic volumes are not significant enough to indicate that any diversion of traffic has occurred.

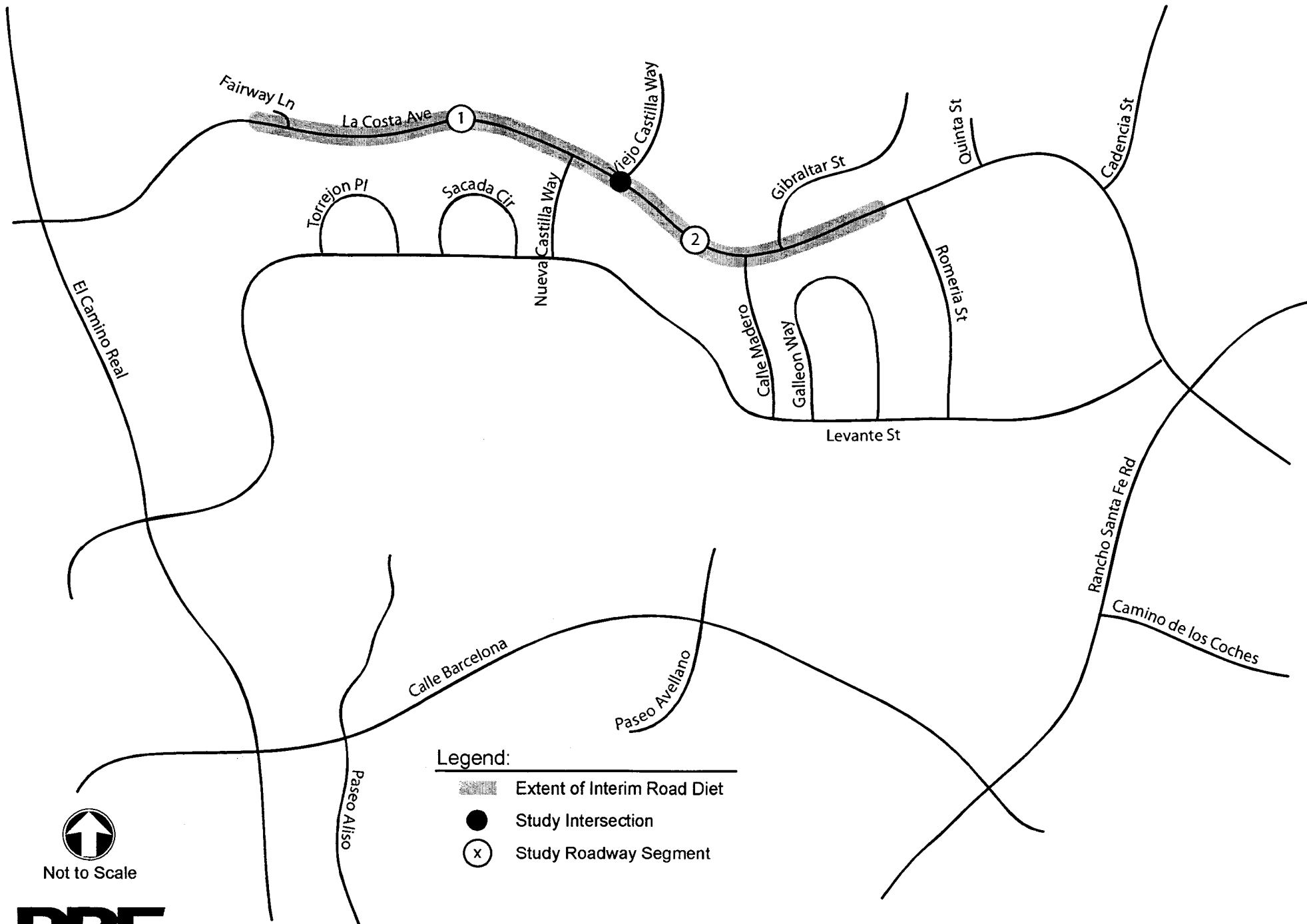
The results of the level of service operational analysis show that the study intersection and study roadway segments operate at acceptable levels of service both before and after the La Costa Avenue interim road diet. Therefore, the reduction in capacity on westbound La Costa Avenue following the completion of the interim road diet does not result in significant traffic impacts on the study intersection or roadway segments.

If you should have any questions regarding this analysis, please call me at (760) 603-6246.

Sincerely,




A handwritten signature in black ink, appearing to read "Dawn L. Wilson", with a stylized flourish at the end.

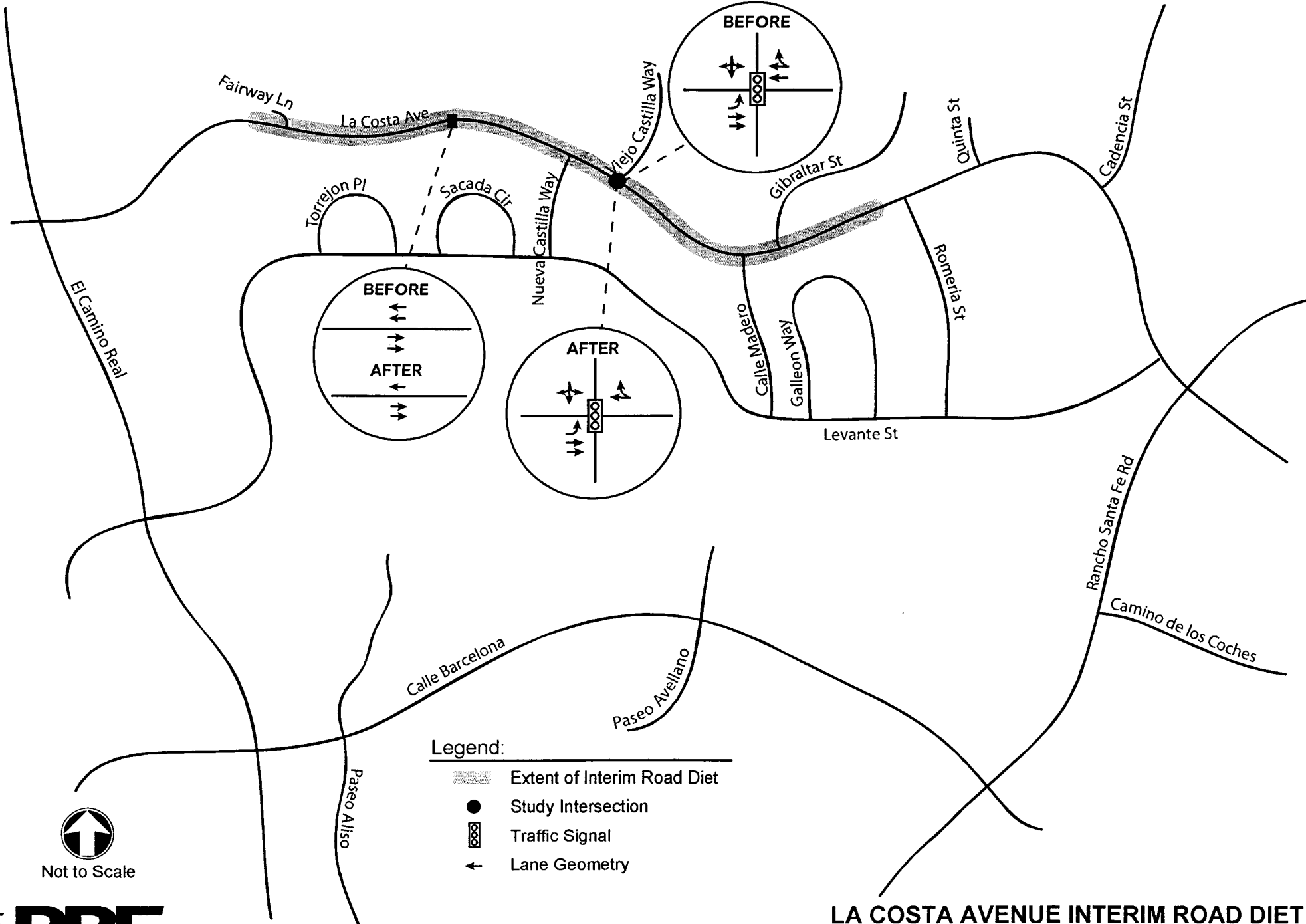
Dawn L. Wilson, P.E., T.E., PTOE
Senior Associate
Transportation Services



Not to Scale

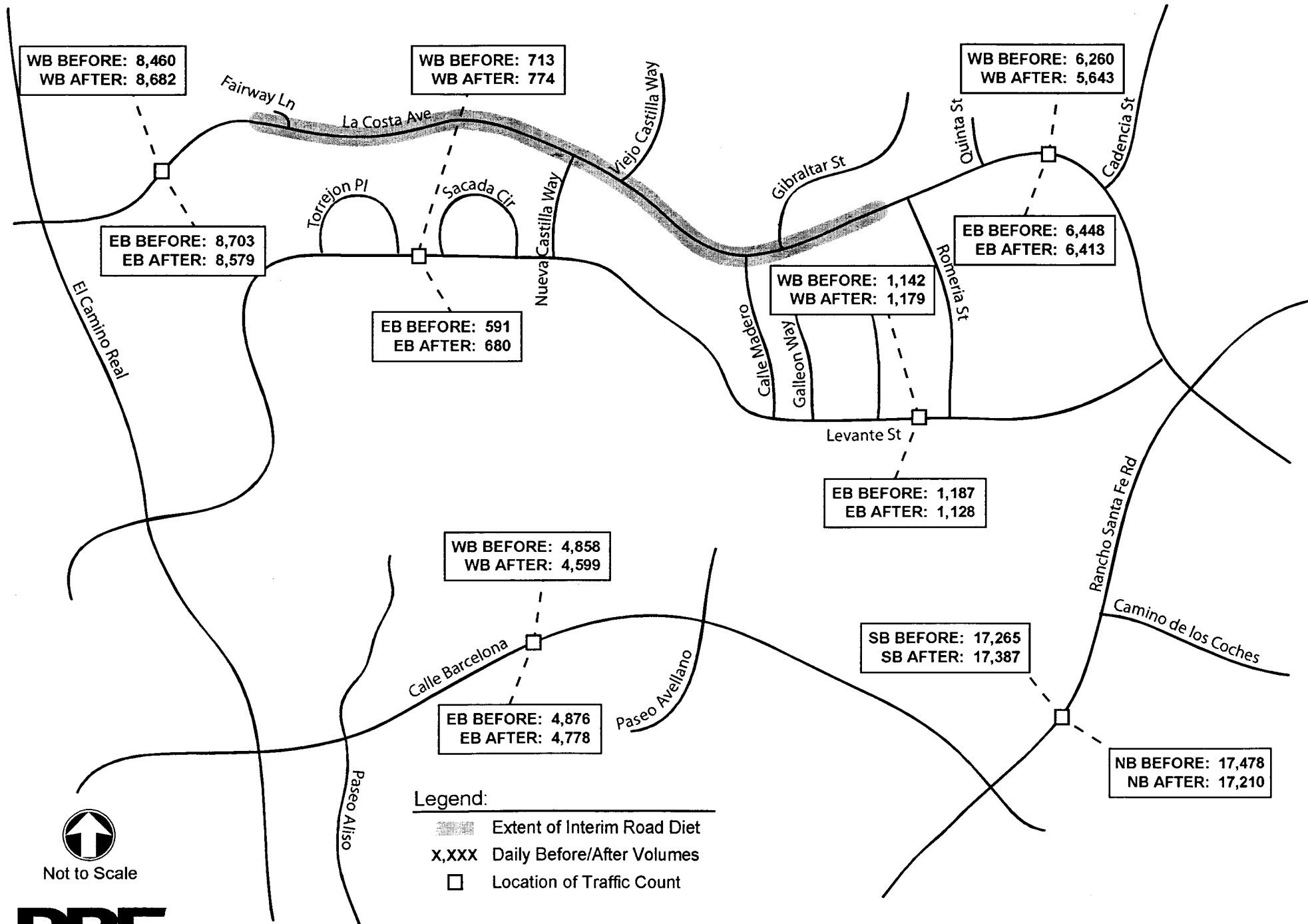
Legend:

-  Extent of Interim Road Diet
-  Study Intersection
-  Study Roadway Segment



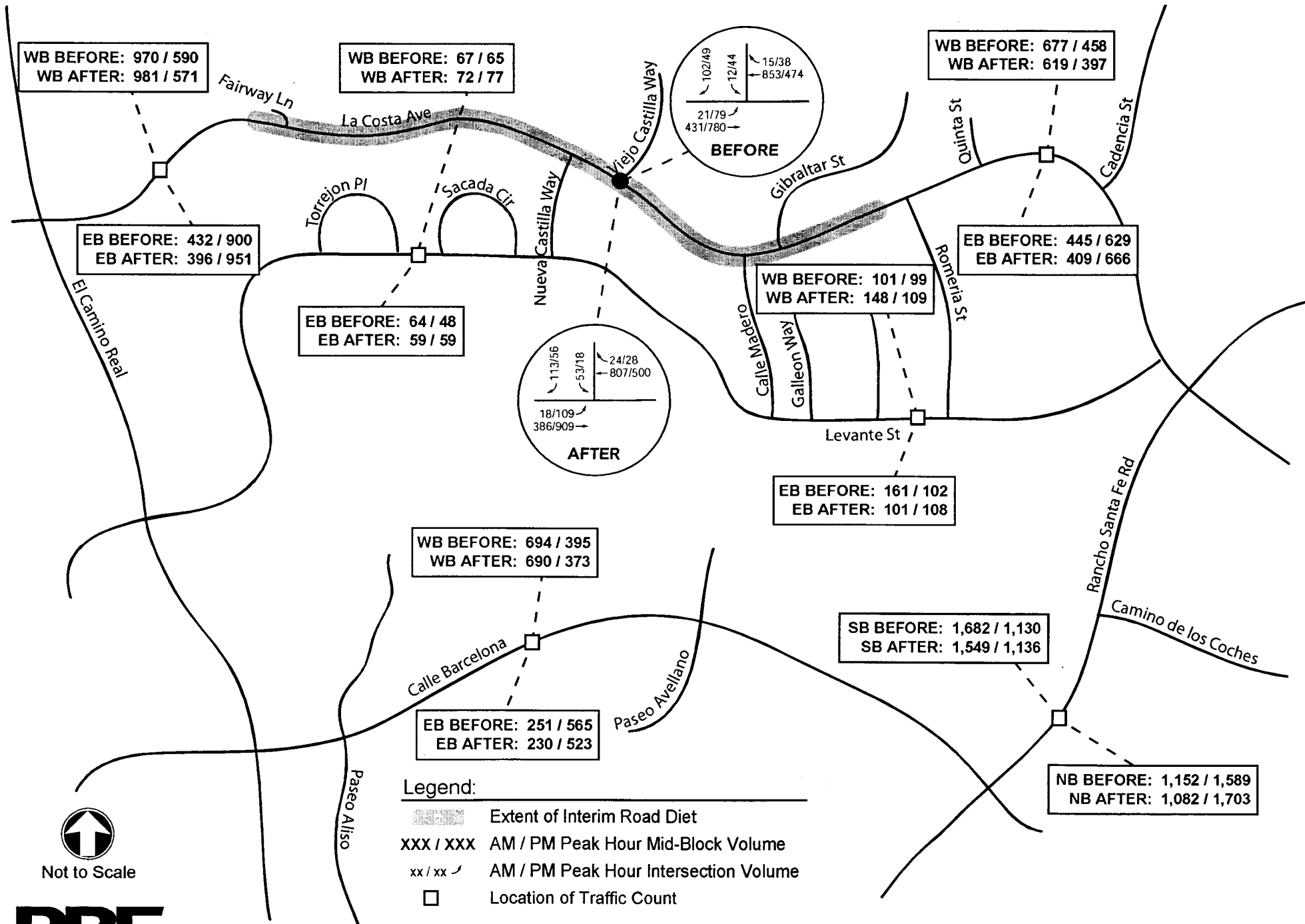
**LA COSTA AVENUE INTERIM ROAD DIET
BEFORE AND AFTER LANE GEOMETRY**

Exhibit 2



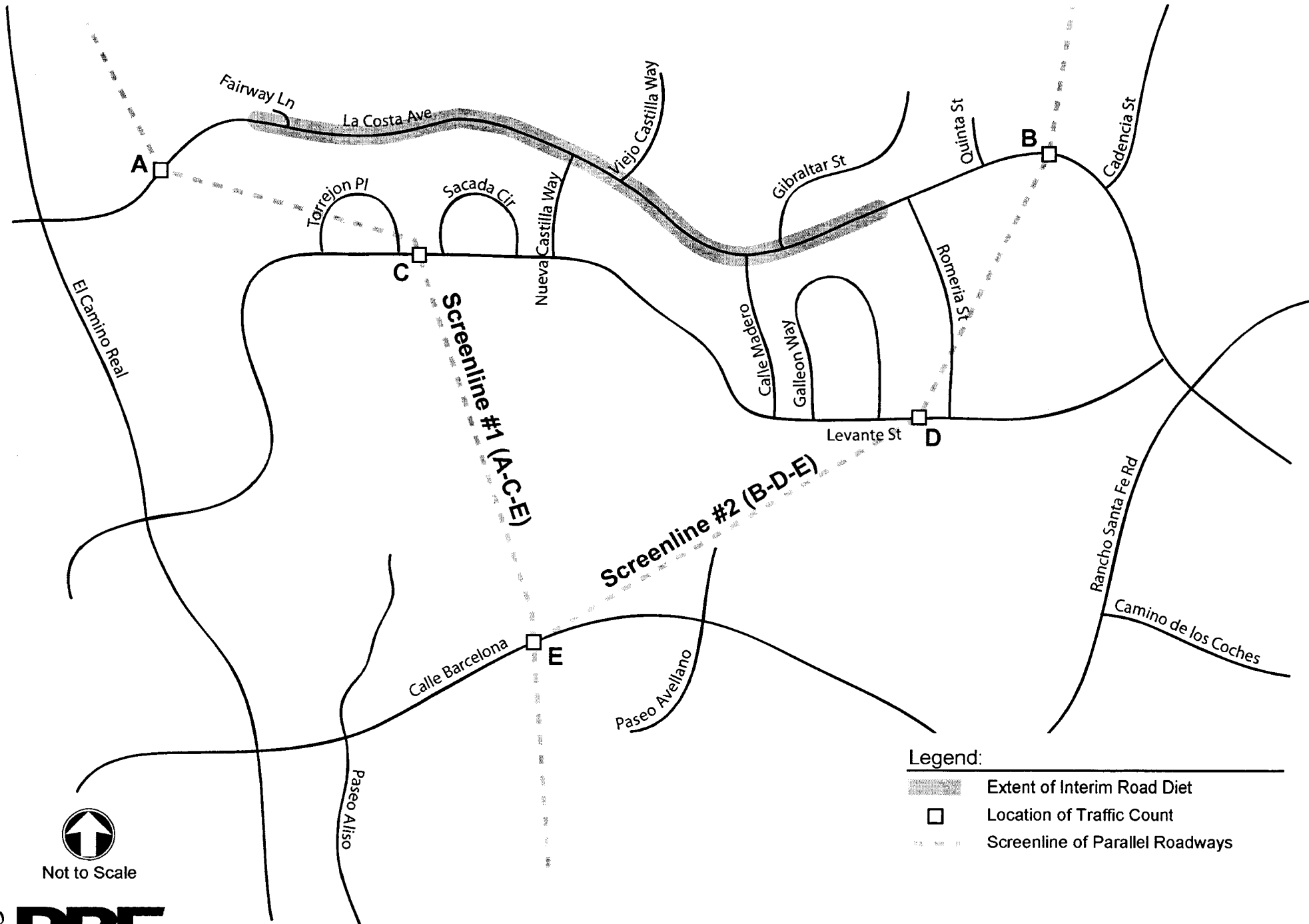
DAILY VOLUMES BEFORE AND AFTER INTERIM ROAD DIET

Exhibit 3






PEAK HOUR VOLUMES BEFORE AND AFTER INTERIM ROAD DIET

Exhibit 4



Legend:

-  Extent of Interim Road Diet
-  Location of Traffic Count
-  Screenline of Parallel Roadways

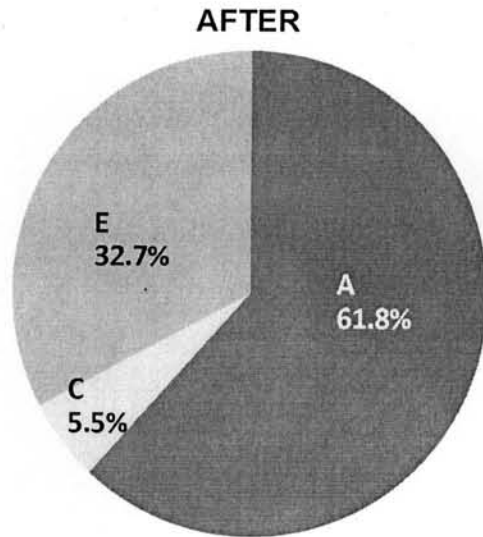
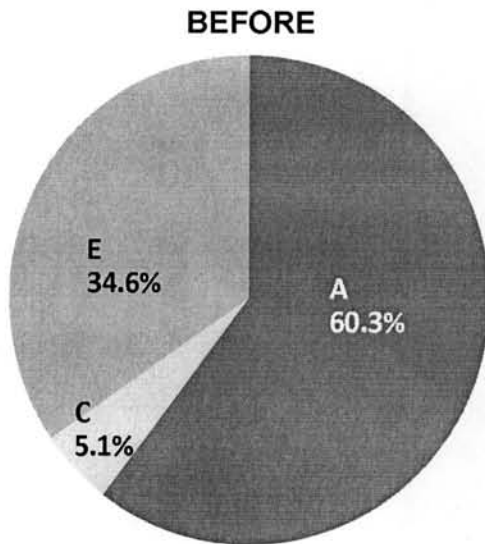


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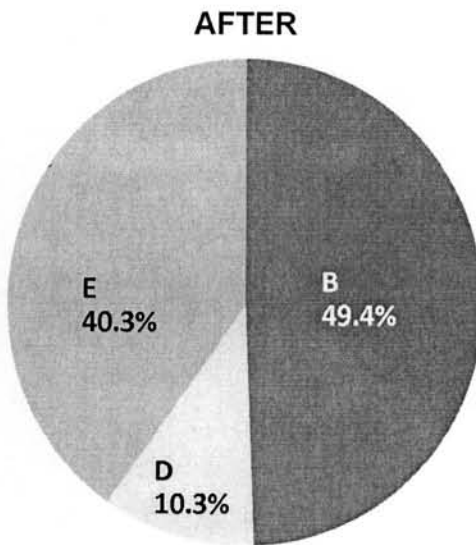
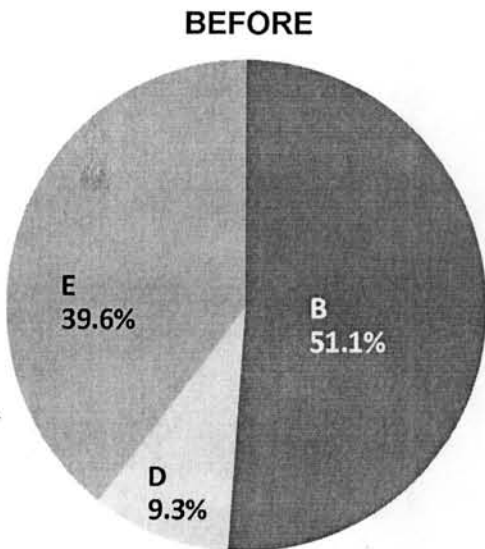


SCREENLINES FOR COMPARISON OF PARALLEL ROADWAYS

**SCREENLINE #1 VOLUME COMPARISON (A-C-E)
PERCENTAGE OF TOTAL SCREENLINE ADT**



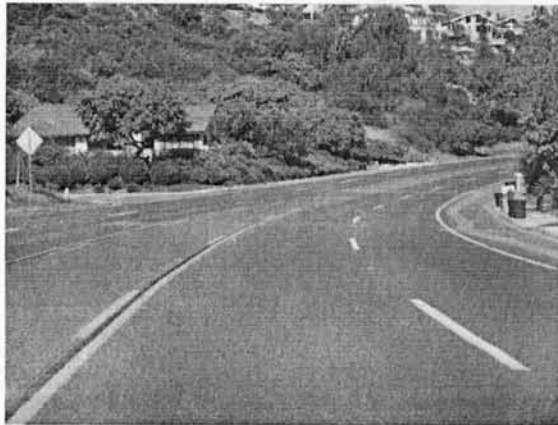
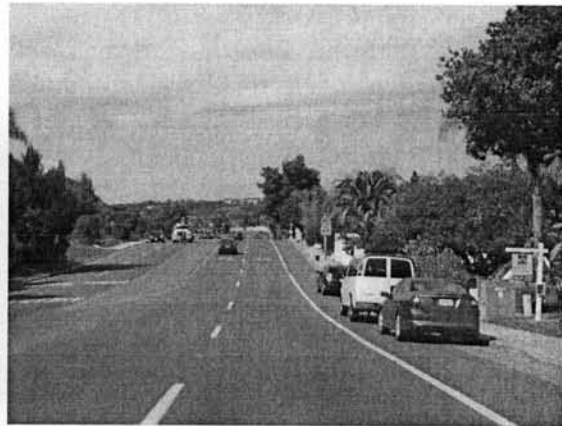
**SCREENLINE #2 VOLUME COMPARISON (B-D-E)
PERCENTAGE OF TOTAL SCREENLINE ADT**





La Costa Avenue Improvement Plan

August 2011



La Costa Avenue Improvement Plan

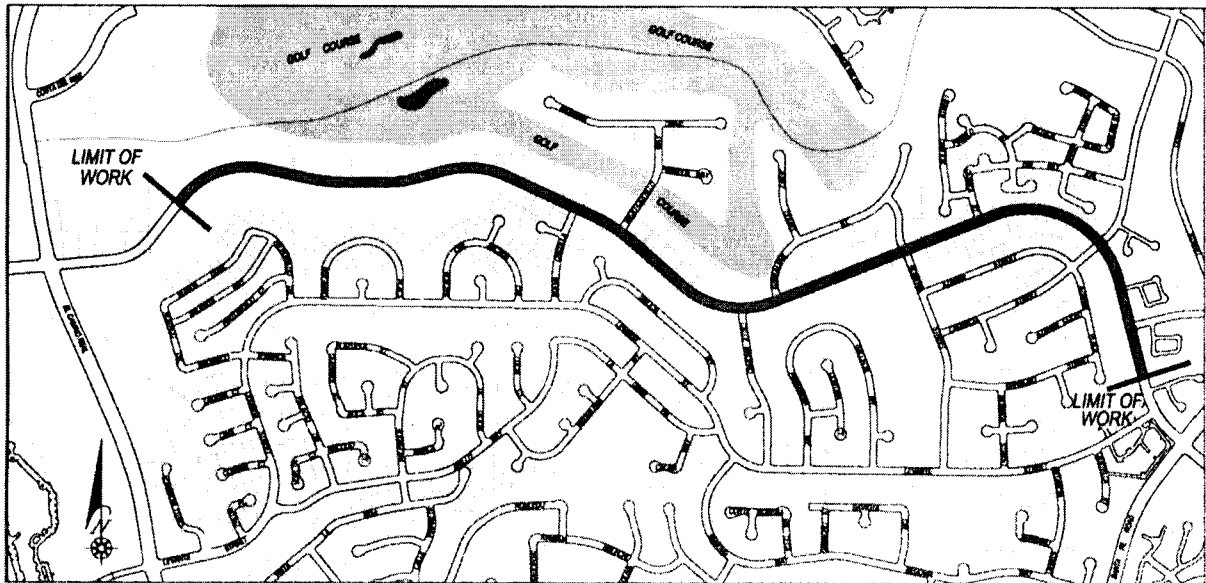
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La Costa Avenue Improvement Plan

Background

La Costa Avenue between Rancho Santa Fe Road and El Camino Real was developed when the La Costa area was part of the County of San Diego, prior to annexation to the City of Carlsbad in 1972. Over the years, traffic has increased along the heavily traveled road, which links eastern Carlsbad with Interstate 5 and the coast. Driveways open directly onto the road, which has a 45-mile-per-hour speed limit, making it challenging to enter and exit residences during busy traffic times.



The City previously worked with a select group of residents along La Costa Avenue to address safety concerns. The results of these studies provide base data for this community-focused planning process. Some of the initial efforts by the City to address safety include speed displays and increased enforcement. More recently, the General Plan update is expected to create multi-modal standards introducing quality of life issues, providing an opportunity to consider broader objectives and options for La Costa Avenue. City traffic engineers initiated this study to identify additional changes to balance traffic safety and the needs of motorists with the quality of life for those who live in the neighborhood.

Planning Objective for La Costa Avenue Improvement Plan

The planning objective approved by the Carlsbad City Council for the La Costa Avenue Improvement Plan is to develop a cost effective, Community-Preferred Plan to address traffic speeds and safety on La Costa Avenue in a way that respects the residential character and arterial function of the roadway.

Conditions at the Beginning of the Planning Process

La Costa Avenue is designated as a "secondary arterial" between El Camino Real and Rancho Santa Fe Road and functions as a major connector to the area's roadway system. There are

four travel lanes, two in each direction, narrowing to one eastbound lane at Gibraltar Street. On-street parking is currently accommodated on the north side of the street west of Romeria Street and on the south side east of Romeria Street. A continuous striped median exists along the entire study segment, providing left turn access to driveways and cross streets. A striped bike lane exists either as a designated lane or a shared lane with parking for westbound bicyclists from Rancho Santa Fe Road to El Camino Real, and for eastbound bicyclists east of Romeria Street. There is residential frontage with direct driveway access to La Costa on the north side of the street west of Romeria Street and on the south side east of Romeria Street. Sidewalks along both the north and side sides of La Costa Avenue are attached to the street and there are numerous locations where the sidewalk is missing or contains physical encroachments such as mailboxes. The posted speed limit on La Costa Avenue is 45 miles per hour.

Traffic Factors

La Costa Avenue is classified as a Secondary Arterial by the City of Carlsbad. The segment from El Camino Real to Rancho Santa Fe Road is approximately two miles long with a roadway width of 64 feet curb-to-curb. The roadway grades vary from 1% to 8% with numerous closely spaced driveways and limited street lighting. There are attached sidewalks along La Costa Avenue with missing segments of sidewalks, varying from short segments to multiple blocks of missing sidewalk along the south side of the street. Mailboxes in front of residences on the north side encroach into the sidewalk, limiting the width for pedestrians. The average daily traffic varies from approximately 17,900 vehicles per day west of Nueva Castilla Way to approximately 12,300 west of Cadencia Street. There are currently traffic signals at each end of the study area and at Cadencia Street, Romeria Street, and Viejo Castilla Way. La Costa Avenue is designated as a bike route in the current Circulation Element of the General Plan.

The City of Carlsbad conducts traffic studies on La Costa Avenue to determine the average daily traffic, 85th percentile speed, and collision rates. Table 1 shows recent traffic data collected on La Costa Avenue.

Table 1: Traffic Data

Location	85 th Percentile Speed*	10 mph Pace Speed**
West of Nueva Castilla Way	47 mph	39-49 mph
East of Viejo Castilla Way	47 mph	38-48 mph
East of Gibraltar Street	47 mph	38-48 mph
West of Esfera Street	45 mph	37-47 mph

* 85 percent of the traffic travels at this speed or below

**The 10 mile per hour grouping with the greatest number of vehicles

During the two-year period between March 1, 2009 and February 28, 2011, there were 26 total collisions reported in this segment of La Costa Avenue. Of those, four were reported as speed-related collisions.

Plan Development Process

The City of Carlsbad initiated the planning process to develop an ultimate improvement plan for La Costa Avenue between El Camino Real and Rancho Santa Fe Road in April 2011. The first step in the process was to send notices and surveys to all residents in the La Costa

neighborhood to determine the critical issues to address in the study. The survey was also posted on the City of Carlsbad website to solicit broader input from the public.

The City hosted a series of three community workshops to develop a community preferred plan. These meetings were held on April 28, May 26, and June 23, 2011, at the Stage Coach Community Center. Members of the Carlsbad community were invited to participate in the development of the La Costa Avenue Improvement Plan through these meetings. The City provided meeting summaries and posted presentation materials from each meeting on the City's website. Comment surveys were also posted online for participants and other community members to provide additional input on each step of the planning process.

Community Survey

The City received 965 responses to the community survey and the results were compiled and presented at the first meeting with the neighborhood. Table 2 shows the results of the neighborhood survey:

Table 2: Summary of Neighborhood Survey

Question	Response
1. Please indicate your level of concern for each of the following traffic issues on La Costa Avenue.	<i>Ranked as very concerned:</i> Traffic speeds - 52% Pedestrian safety - 49% Bicycle safety - 57% Traffic noise – 24% Availability of on-street parking - 8% Operation of on-street parking - 10% Street maintenance - 28% Street landscaping – 20%
2. What, if any, concerns do you have about driving safety on La Costa Avenue?	Visibility - 59% Street width - 31% Signing - 20% Traffic speeds – 69% Right-of-way controls – 34% Street curvature and grades – 39%
3. What activities do you or members of your household use La Costa Avenue for regularly?	Walking/jogging – 40% Bicycling – 30% Driving – 93%
4. If there are school children in your house, what is the most common method of travel to and from school?	Automobile – 80% Walking – 43% Bicycling – 23%
5. What types of traffic control devices do you feel would be appropriate for use on La Costa Avenue?	Signs– 52% Pavement markings – 40% Landscaping – 37% Pedestrian crossings – 42% Sidewalks– 51% Physical changes to the street– 32% Raised medians– 31%

In addition to the tabulated results, there were numerous comments. All comments were captured and included in Appendix 1 of this report.

Community Workshops

The City and community residents met on April 28, May 26, and June 23, to work through each step of the planning process. The first meeting provided an overview of the study objective and planning process, a summary of the survey results, and information about potential improvement options and devices.

Over 100 members of the Carlsbad community attended the April 28 meeting for the La Costa Avenue Improvement Plan. City staff and the consultant presented an overview of the project, a summary of responses to the community survey, and a description of the devices and options the city is considering for use in developing the La Costa Avenue Improvement Plan.

Participants were then invited to visit various work stations to identify specific issues and concerns along La Costa Avenue and consider the different types of improvements under consideration. Participants were also asked to complete a comment sheet to provide additional information on the issues, what they like or don't like about various devices, and what they consider is important in developing a successful plan for La Costa Avenue.

Approximately 70 members of the Carlsbad community attended the May 26 meeting for the La Costa Avenue Improvement Plan. City staff and the consultant reviewed the community input from the first meeting, including specific concerns and preferences for various devices being considered for installation on La Costa, and three concept plans developed to gain additional information on preferred options for La Costa Avenue. Each of the concept alternatives was developed to determine preferences for the various tradeoffs involved in making improvements to La Costa Avenue. The major elements of the three alternatives were:

- Concept A – Four lanes with medians
 - Two lanes in each direction
 - Landscaped medians
 - Restricted parking
 - No new bike lanes
 - No left turns into or out of driveways
- Concept B – Two lanes with roundabouts
 - One lane in each direction
 - Landscaped medians
 - Roundabouts at two intersections
 - Bike lanes in both directions
- Concept C – Two lanes with partial medians and bulb outs
 - One lane in each direction
 - Partial medians
 - Bulb outs at intersections
 - Landscaping opportunities on medians and bulb outs
 - Bike lanes in each direction

Participants were then invited to review the three concept alternatives and provide input on how well each met the planning objectives and addressed the community concerns. Comment sheets were provided to gain additional insight into why participants preferred certain options or features in each of the alternatives.

At the June 23 meeting, attended by approximately 50 members of the Carlsbad community, City staff and the consultant reviewed the planning process and how the input from the community survey and first two workshops were used to develop the draft plan presented at the meeting. They reviewed the planning objective for the La Costa Avenue Improvement Plan to

develop a cost effective, Community-Preferred Plan to address traffic speeds and safety on La Costa Avenue in a way that respects the residential character and arterial function of the roadway. This objective was further defined through the first two community workshops and the following planning objectives provided the basis for developing a draft plan:

- Increase safety for all users
 - Accommodate all modes of transportation (auto, bike, and pedestrian)
 - Reduce travel speeds
 - Increase sight distance for driveway access
- Design a roadway in keeping with the residential neighborhood
 - Accommodate on-street parking in front of residential areas
 - Minimize the number of traffic signals
 - Increase landscaping
 - Design improvements to be effective without enforcement
- Don't divert traffic to other residential streets
 - Do not penalize drivers traveling at the posted speed limit (i.e., design should be consistent with high volume roadway classification)
 - Avoid congestion
- Develop a cost effective plan

The draft plan for La Costa Avenue was presented for discussion and refinement. The conceptual plan would reduce La Costa Avenue to one travel lane in each direction between Fairway Lane and Esfera Street. The lane configuration would allow a bike lane in each direction of travel and roundabouts as an alternative to traffic signals. The roadway capacity would be maintained near the primary entrance points at El Camino Real and Rancho Santa Fe Road. Analysis of the traffic flow indicates that the proposed configuration would meet the City's level of service standards under existing and forecasted conditions. The proposed plan was estimated to cost approximately \$3 million, not including sidewalks and depending on engineering design considerations. The City currently has approximately \$1 million in the budget for traffic signals on La Costa Avenue and it is anticipated that these funds would be re-allocated toward these long-term improvements. Participants were asked to provide input on potential phasing preferences.

The community members attending the meeting generally supported the proposed plan, but there were still concerns about longer travel times resulting from congestion and the proposed speed reduction measures. Public comments on the draft plan, from the meeting participants and the Carlsbad community input on the City's webpage, were used to finalize the community-preferred improvement plan.

Community-Preferred Plan for La Costa Avenue Improvements

Figures 1-4 show the proposed conceptual plan for improvements to La Costa Avenue. Figures 1 and 3 provide a plan view of the proposed improvements which are further illustrated in photo simulations in Figures 2 and 4. These graphics show the reconfiguration of travel lanes from four lanes to two lanes through the study area, with the addition of continuous, designated bike lanes in each direction, and a system of landscaped medians, curb extensions (bulb outs), and roundabouts to create a more curvilinear roadway with landscaping to provide visual breaks along the street. Roundabouts are a preferred treatment at intersections where enhanced safety and reduced vehicle speeds are desired. The Community-Preferred Plan proposes roundabouts at two locations, based on preliminary cost estimates and stakeholder comments. Additional roundabouts should be considered at other intersection locations based on actual

construction costs and need to further reduce vehicle speed. Reduced speeds on La Costa Avenue will improve safety along La Costa Avenue by improving sight distance at driveways and side streets. This system of devices is designed to slow traffic, minimize delay at the intersections, and enhance safety for vehicles, bikes and pedestrians.

These improvements are consistent with the planning objectives developed through the community workshops and reflect a number of the core values articulated in Envision Carlsbad:

- Access to Recreation and Active, Healthy Lifestyles
Promote active lifestyles and community health by furthering access to trails, parks, beaches, and other recreation opportunities.
- Walking, Biking, Public Transportation, and Connectivity
Increase travel options through enhanced walking, bicycling, and public transportation systems. Enhance mobility through increased connectivity and intelligent transportation management.
- Neighborhood Revitalization, Community Design, and Livability
Revitalize neighborhoods and enhance citywide community design and livability. Promote a greater mix of uses citywide, more activities along the coastline, and link density to public transportation. Revitalize the Village as a community focal point and a unique and memorable center for visitors, and rejuvenate the historic Barrio neighborhood.

The Community-Preferred Plan is a conceptual plan. The specific location of devices has not been determined and may shift based on topography, access locations, drainage, utilities, construction cost, and other considerations through the subsequent steps of environmental review and engineering design. For example, additional roundabouts not identified in the Community-Preferred Plan may be added at other locations if they are found to be the most effective alternative for reducing speeds and enhancing safety. Additional parking restrictions may be required to meet the stopping sight distance for safe operation of La Costa Avenue.

Figure 1: Proposed Plan for La Costa Avenue, West End

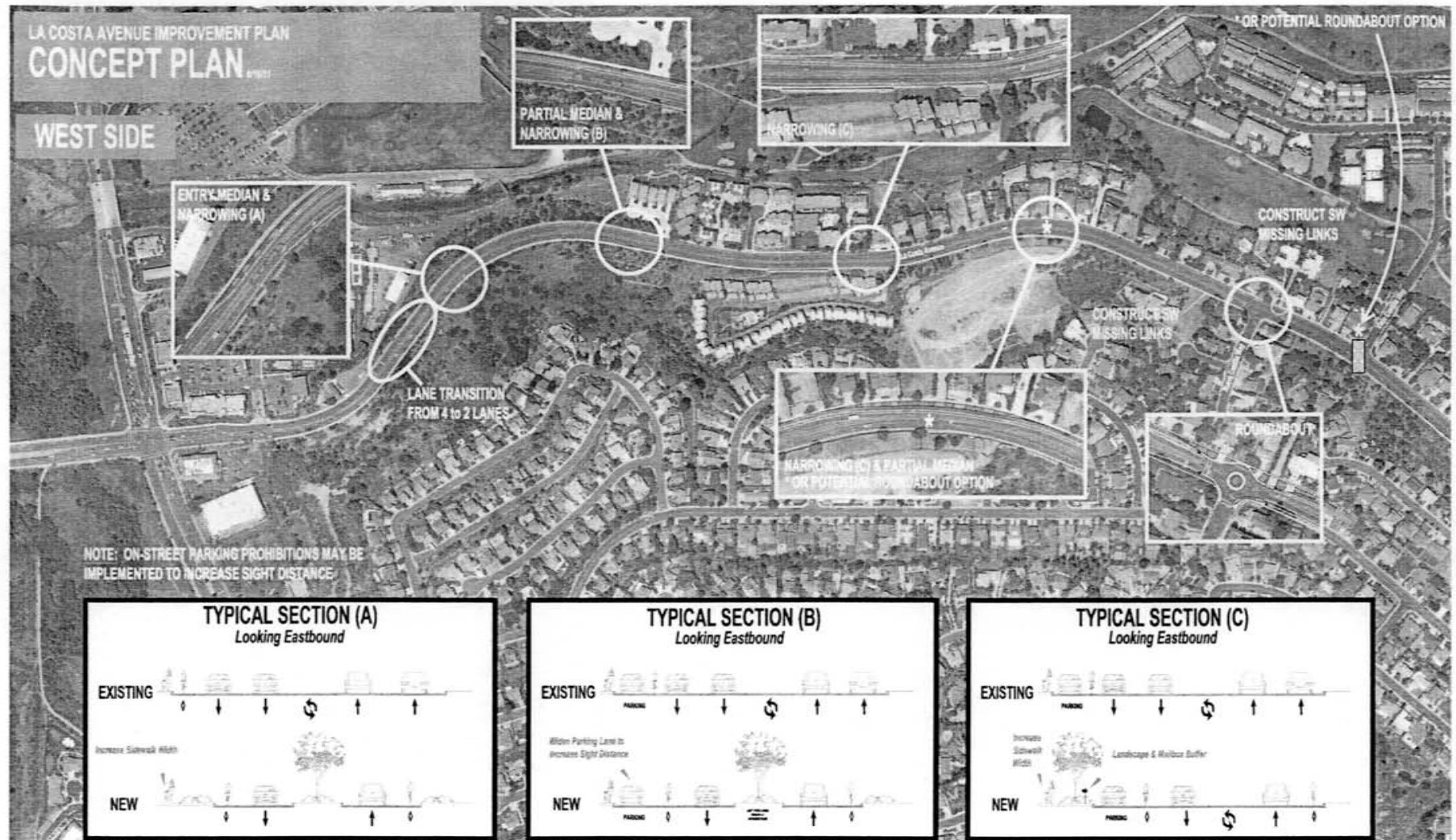


Figure 2: Existing and Photo Simulation of Proposed Roundabout at Nueva Castilla Way

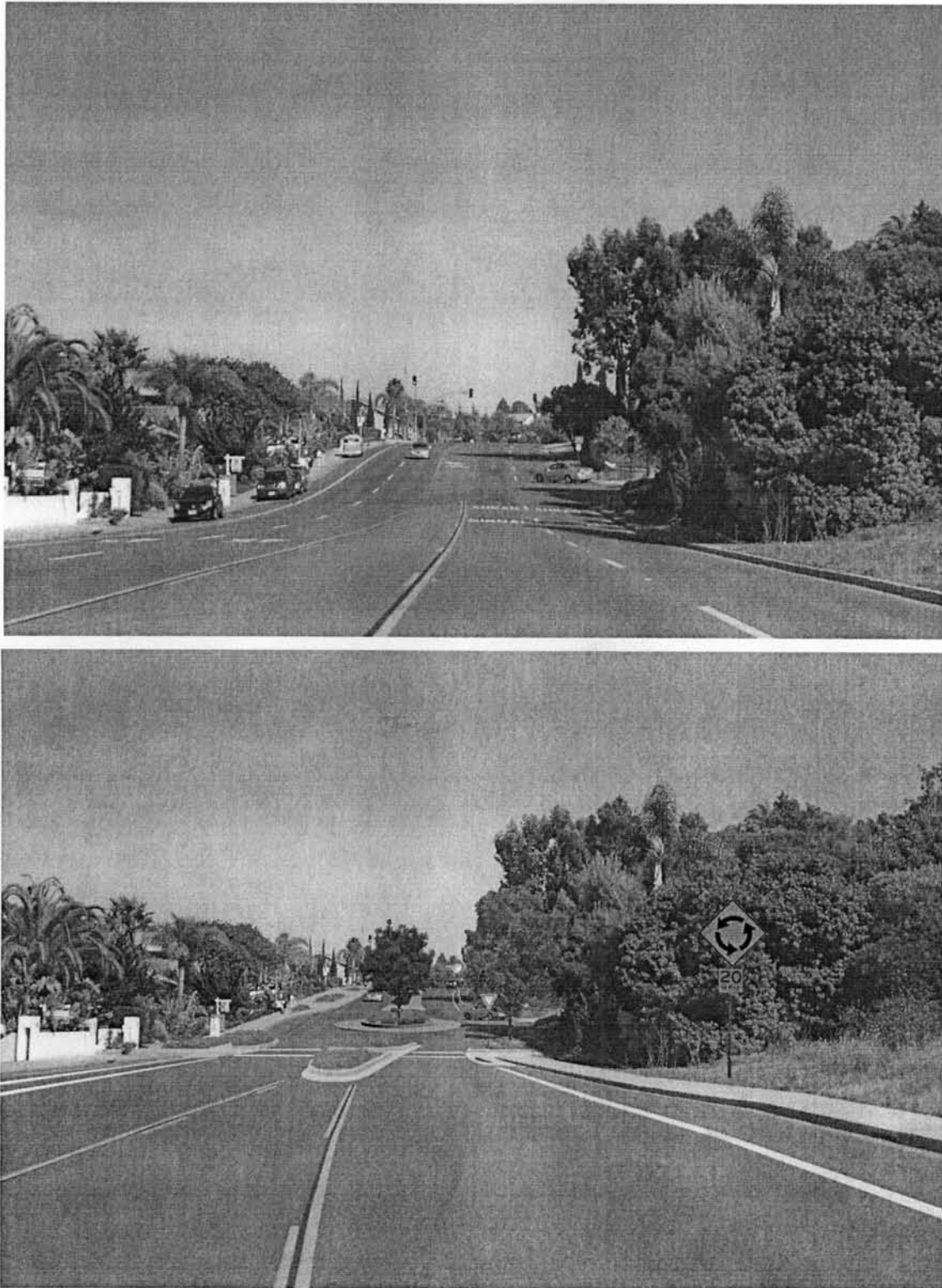


Figure 3: Proposed Plan for La Costa Avenue, East End

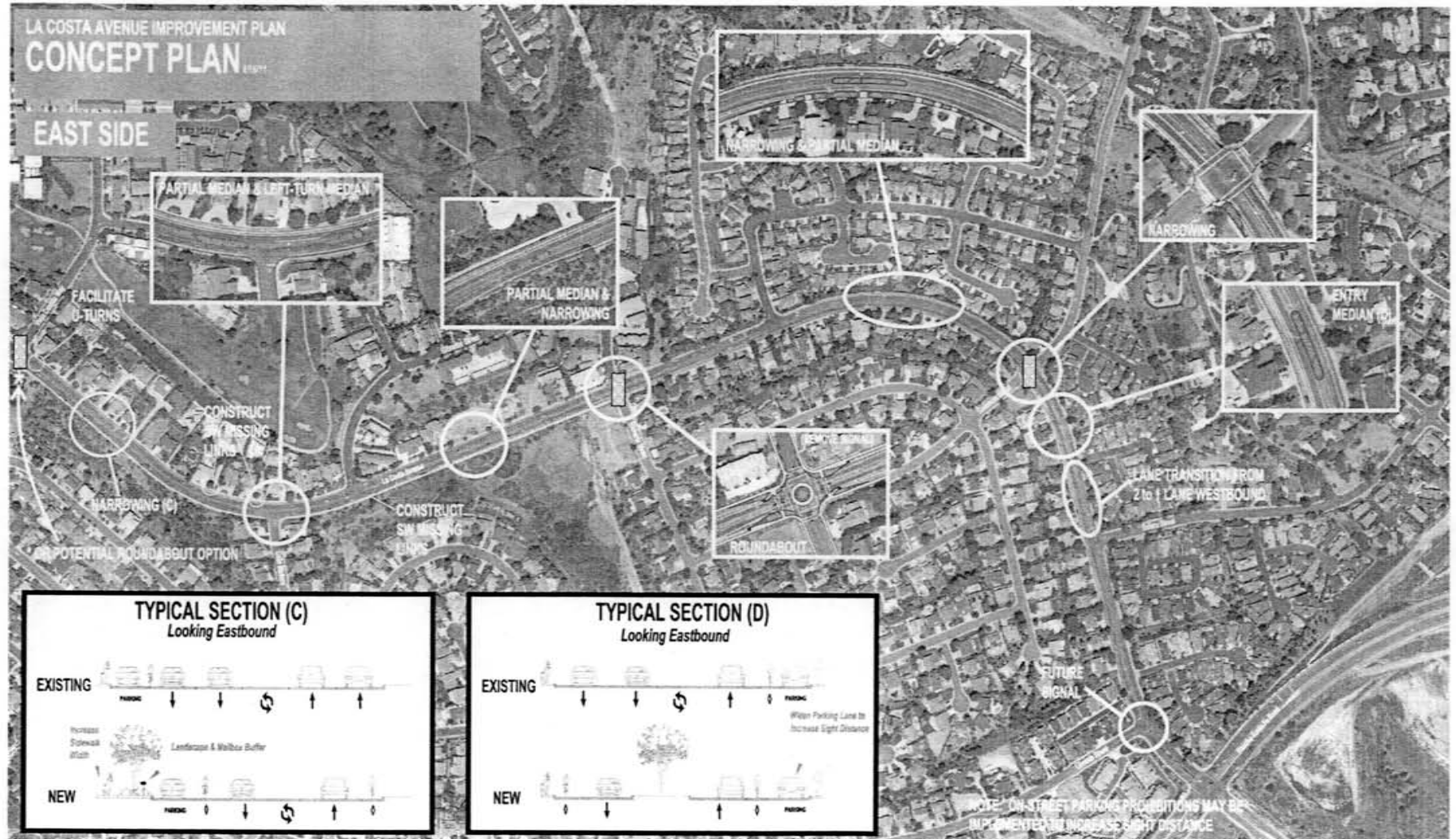
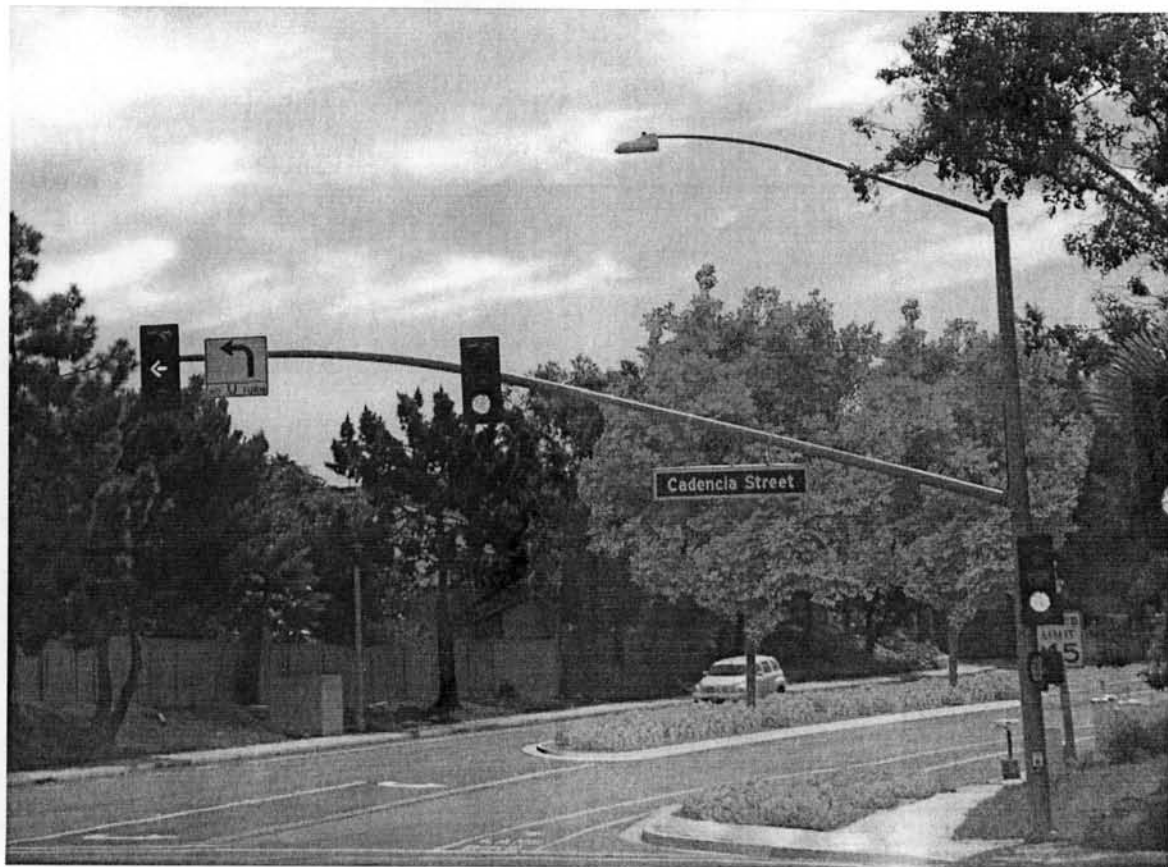
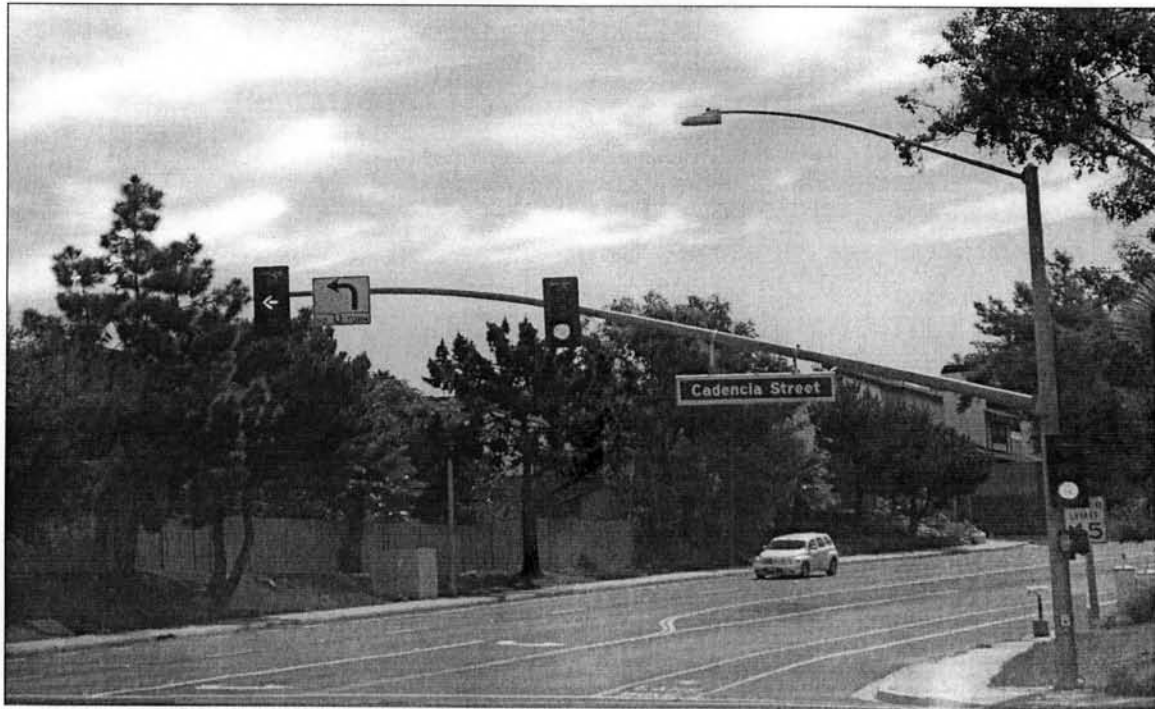


Figure 4: Existing and Photo Simulation of Proposed Bulb Out and Median at Cadencia Street



Projected Costs and Traffic Conditions

The Community-Preferred Plan represents an ultimate vision for La Costa Avenue. The estimated cost for the ultimate plan, including the construction of missing sidewalk segments, is approximately \$3.5-4.5 million. The cost estimates were developed by the city's consultant and are discussed in more detail in the Technical Memorandum *La Costa Avenue Improvement Plan – Level of Service Analysis Planning and Cost Estimate* included as Appendix C. That memorandum also considered current and estimated levels-of-service (LOS) for the proposed improvements and found that the traffic conditions are expected to meet city standards under current and future conditions, as shown in Table 3.

Table 3: Level of Service Estimates

#	Intersection	Existing Volumes & Planned Geometric Conditions	Horizon Volumes & Planned Geometric Conditions	Control
AM Peak Hour				
1	La Costa Avenue at Nueva Castilla Way	B	D	Roundabout
2	La Costa Avenue at Viejo Castillo Way	B	B	Signal
3	La Costa Avenue at Romeria Street	A	A	Roundabout
4	La Costa Avenue at Cadencia Street	A	A	Signal
PM Peak Hour				
1	La Costa Avenue at Nueva Castilla Way	A	C	Roundabout
2	La Costa Avenue at Viejo Castillo Way	A	B	Signal
3	La Costa Avenue at Romeria Street	A	A	Roundabout
4	La Costa Avenue at Cadencia Street	A	B	Signal

Funding and Phasing Options

The city has \$1 million in the budget for new signals on La Costa Avenue that could be reallocated for improvements. Additional funding would need to be identified to complete the improvements and could be available through grants or other funding sources. Therefore, it is important to consider potential phasing opportunities that would allow cost effective implementation of the plan over time and as funding becomes available.

The restriping of La Costa Avenue the entire length to accommodate wider medians and bike lanes would be the first action needed. All of the other improvements are based on the reconfiguration of the lanes to two through lanes, bike lanes and reconfigured medians. Subsequent construction could be implemented in a number of different ways to address funding constraints, traffic speed and safety.

During the third community workshop, participants were asked to provide input on potential phasing options. These include, but are not limited to:

- Install medians west of Viejo Castilla Way
- Install medians east of Viejo Castilla Way
- Install roundabout at Nueva Castilla Way
- Install roundabout at Romeria Street

- Construct curb extensions/narrowing
- Build missing sidewalks

Comment forms available at the workshop and online asked respondents to indicate their preferred order of phasing for these elements. Averaging the responses received indicated preferences in the following order:

1. Install roundabout at Nueva Castilla Way
2. Install roundabout at Romeria Street
3. Construct curb extensions/narrowing
4. Install medians west of Viejo Castilla Way
5. Install medians east of Viejo Castilla Way
6. Build missing sidewalks

Although there may be specific considerations based on available funding, construction challenges, or opportunities to combine elements to reduce costs or impacts to the street, these community preferences should be considered in developing a phasing plan for improvements.

Appendix 1

La Costa Avenue Study Community Survey Summary of Comments May 2011

1. Serious traffic problem at top of La Costa Ave at Rancho Santa Fe. Long, long lines to turn left onto RSF. cars waiting on La Costa do not want to let cars on Levante get into left-hand turn lane. Dangerous condition. Something needs to be done immediately.
2. Please do not create traffic jams by reducing the number of lanes on La Costa
3. Tear it up and start all over again. The raceway is now obsolete! until something is done the lawsuits will continue
4. Need Police just below Nuevo Castillo
5. Speed enforcement of 45 mph will do wonders. No raised medians. Do not spend money to change La Costa Ave.
6. This stretch of La Costa Ave is a big black hole for bicyclists. It is difficult to go eastbound w/o bike lanes or lower speeds. But La Costa Ave west of El Camino Real & El Camino Real and Rancho Santa Fe are major bike corridors. This link needs to be made bike friendly.
7. I am really concerned about the speed people drive on La Costa Blvd. I have a 11 and 3 yr old kids and I do not let them go outside at all unless we are driving. People drive extremely fast on this street. Something should be done as soon as possible.
8. Since I have lived here for the past 15 years, the traffic noise, especially from El Camino Real, had increased dramatically due to development.
9. Raised & landscaped medians combined with less lanes would help most. Sidewalks & crosswalks would help too.
10. Stop light at Nueva Castilla due to poor visibility when entering La Costa Av
11. People honk at me when I pull out of my driveway because they are going 60-80 mph when I pull out. Visitors don't even park on the street because it's impossible to get out of the car safely.
12. So let me see if I got this right. The vast majority of home owners on La Costa AV bought their homes knowing fully well that it is a major roadway with periods of heavy traffic. That it would require specific driving skills to enter/exit via a driveway but felt compelled to do so anyway now want the city to penalize the rest of the community to make up for their errors of judgment. Want to walk or ride a bike. Try Calle.
13. A traffic signals at the corner of La Costa Av and Nueva Castilla Wy is greatly needed. Turning left onto La Costa Av from Nueva Castilla Wy is very dangerous a majority of the time. A crosswalk and completion of the sidewalk at that intersection is needed as well.
14. Many drivers use La Costa Ave instead of Rancho Santa Fe Rd. It is quite busy around 4:00 - 5:30. It backs up from Rancho Santa Fe Dr to Caloma Circle.
15. I am glad you're willing to look at this problem.
16. My kids walk to school when I see car speeding. Worry about my kids because they have to go around and pass La Costa Av.
17. Rancho Santa Fe gets to keep their street stop signs even though they were meant to have a freeway. Why do they get to "impede" traffic and we don't? Money? Power? Politics? From Cadencia to Romeria going west, cars fly by. 5 accidents in the last 2 years alone.

18. I have had problems getting out of my driveway turning right. At my house, there are blind spots and on street parking that make it very difficult to get out. The street parking should, at least, give 450' of clear distance with the current speed limit.
19. Speed on La Costa Ave similar to other roads. 55 mph between El Camino Real and I-5 proper speed. 45 mph elsewhere good speed.
20. The speed indicators (signs) are great. They remind drivers how fast they are going. They should be a speed limit sign next to each though.
21. I like the new "slow down" sign. I do not like spending a lot of money on reworking the road. do not put bike lanes in
22. no roundabouts. Don't redirect traffic onto Levante due to "improvements" to La Costa. Traffic signals @ Levante & La Costa. don't reduce traffic lanes on La Costa. Consider a traffic police officer to monitor traffic. No "big box" store on empty lot near La Costa & RSF
23. Definitely need a light signal on La Costa and Esfera. Very dangerous to make a left turn. Also bushes make it hard to see if cars are coming when trying to make a left turn. Need more signals on La Costa. New speed devices are excellent. really has cars slowing. New condo development will definitely need to have signals put in and turn lanes.
24. Do not like the increased traffic because of Albertsons/strip stores.
25. Please do something for Cadencia- too many cars- speed over 60mph
26. La Costa Ave is now a main access street to San Marcos. restricting traffic or speed will only create more problems. La Costa needs to be 2 lanes in each direction or the traffic jams during rush hour will be unbearable.
27. Speed is too dangerous.
28. Make 4 lanes divided median similar to La Costa between I-5 and El Camino Real. Do not decrease lanes or put in roundabouts
29. Do not allow bike lanes- bikers are a problem- don't stay in their lanes & they slow flow of traffic.
30. Reduce speed on La Costa Ave. Improve bicycle & pedestrian safety on La Costa
31. The exit of Nueva Castilla to La Costa is very dangerous.
32. Limit parking on street. Traffic that is backed up from Racho Santa Fe impedes pulling out/in Levante safely
33. Too Fast! People drive like it's a freeway & always tailgate when you go the speed limit. Traffic should not be re-routed to Levante.
34. Traffic noise on La Costa has been a growing problem. we had to move from our home. we found a place just a few blocks away
35. I would like to see roundabouts and more landscaping to reduce traffic speed and noise & make it more pedestrian friendly
36. Raised medians with landscaping similar to Aviara Pkwy near corner of El Camino Real would be aesthetically appealing as well as provide safety- for stretches of road that do not need a turn lane for entry to driveways. bike lanes are needed for both sides of road. sidewalks are also needed for both sides of road.
37. Whatever is done, make sure it does not increase traffic on Levante
38. No Roundabouts
39. need multilane left turn onto RSF at intersection especially rush hour
40. The speed signs are a good start add more
41. I think the main concern will be to reduce speed as much as possible
42. The speed and noise are the only real down sides of La Costa Ave.
43. People need to slow down in residential areas
44. La Costa Ave needs traffic diet sooner than later

45. Please Please enforce traffic law. I obey the speed limit and people ride my bumper, curb aggressive driving!
46. the most effective deterrent to speeding is the presence of Law enforcement
47. No need for traffic circles or center median. Reducing lanes is ridiculous waste of money
48. No problems the way it is!
49. The left turn signal at Vieja Castilla Way is a scary place to be. Where cars are speeding past you in both directions at 60 mph
50. Increased traffic enforcement for aggressive driving. I often feel hunted when driving this road if I go the speed limit cars race around to pass.
51. The visibility going into my neighborhood from Dehesa Road. The visibility going in and out!
52. Please do not change La Costa Avenue into one lane. Keep at least two lanes.
53. Speed limit is too fast for blind curves. Bikes cannot ride safety. Need revamping!
54. Please no roundabouts they are dangerous.
Landscape not up to La Costa resort standards. Needs major improvement.
Traffic signal needed at Nueva Castilla Way
55. Speeding cars are the biggest issue. Curves& fast cars great a hazardous environment
56. Garage sales on La Costa Ave weekly are a huge problem. Cars park in the street create a safety issue. These garage sales are like a weekly business
57. Raised 2 children on La Costa Ave and always fear accidents. Have had one already.
Roundabouts, landscaping, 40 mph max, fewer and wider lanes would add to safety, street appeal, and home values
58. It is very unsafe to allow parking along La Costa Avenue
59. 1. Need to Slow the speeds
2. any changes made to LCA to slow traffic speeds will push traffic over to Levante, Anillo. This happened during the construction due to the hill failure.
60. Bike riding is dangerous. As an athletic person, but novice road bike rider I avoid La Costa Avenue completely. Far too dangerous, esp. eastbound. I would walk much more on LCA if sidewalks were more suitable. not too worried about speed but I've been around these roads since the 70's so I know where all the bumps, curves & cops are.
61. I could see where the east bound speed limit might stay the same- as there's no parking on the street, and maybe the west bound speed is lowered to 35mph
62. Roundabout
63. La Costa Ave has become a treacherous street for the residents who live there. Not only is it unsafe to exit your driveway, we have had someone run off the round and hit our house, as well as numerous cases where debris from car accidents has ended up in our yard. Roundabouts and a raised median would help, but traffic lights are needed as well.
64. The street is fine. The radar speed warning have reduced speed sufficiently. It is a waste of taxpayer money to try and manage the traffic or enhance the "beauty" of the avenue.
65. What would be most helpful for pedestrians is an *off street* path to the coast for bicycles, walking and jogging - preferably along the marsh. La Costa avenue is so busy it is really scary and not that enjoyable.
66. We don't believe decreasing the number of lanes on La Costa Ave is going to slow traffic. It will only make the traffic problems worse. We understand the concerns of homeowners along La Costa Ave, but that IS a major thoroughfare and not a small residential street. Homeowners need to understand that. We use La Costa Ave several times per day to take our kids to LCH Elem School and LCC H.S. A traffic signal at

- Esfera & La Costa Ave would be most helpful in accessing La Costa from Esfera in the morning and late afternoons. Thank you!
67. I can understand that residents on this street might object to traffic. However, this is a major east-west thoroughfare and the City of Carlsbad must consider the needs of the motorist as well as those of the resident. The speed limit of 45 mph is reasonable for a curved and undulating roadway and if any improvement is needed, it is the addition of a second lane on the Eastern extremity of this road.
 68. Very dangerous road. need more stop lights.
 69. I sympathize with the residents on this road who I am sure want to see all traffic move much slower. However, I personally as a driver mostly using La Costa as an efficient throughway do not want to see traffic speeds significantly slowed or see changes to the road that would introduce bottlenecks or traffic delays. Having said that, as I mentioned above, speaking as a pedestrian rather than a driver, I do feel that additional controls on vehicles are necessary to improve the safety of pedestrians, particularly at the intersection of La Costa and El Camino. Thank you for soliciting our feedback!
 70. I use La Costa Ave west end everyday and its fine, save your money and do nothing. For once do the right thing, the people love it rural, it fits our community. Don't let one accident or mishap change our streets.
 71. Widen it! Do not, do not, do not make La Costa 2 lanes
 72. Please do not narrow La Costa Avenue. That would be very counterproductive as the area grows.
 73. leave it alone
 74. the road is fine
 75. no roundabouts
 76. leave it like it is
 77. leave La Costa alone
 78. enforcement
 79. enforcement
 80. no roundabouts
 81. do not reduce lanes
 82. do not slow traffic down
 83. Levante is my concern
 84. leave it the way it is
 85. enforce the speed limit
 86. sidewalks
 87. it's fine the way it is!
 88. one lane each way is absurd
 89. This is a non-issue
 90. more enforcement
 91. one lane each way is a bad idea
 92. Bad idea to make this a one lane route
 93. La Costa Ave does not need to be changed
 94. No parking on La Costa Ave
 95. 2 lanes each way
 96. My ONE biggest gripe is the synchronization of the traffic signals at Town Ctr & El Camino Real, especially on the Westbound lanes. Several times I have personally needed to call Traffic to re-set the signals to allow synchronized passage west-bound thru the 2 signals. When these are NOT in sync, I need to ADD an extra TEN minutes to any La Costa Av. Westbound trip I make.
 97. Pot holes. I believe traffic speed should be reduced to 35 miles per hour

98. I would never walk on La Costa Ave because it is too dangerous, loud, cars & trucks create too much fumes. Plus there are no sidewalks cars go too fast.
99. I actually LIKE the fact I live near an efficient roadway
I would like to see more sidewalks
100. would like to see bike lanes
101. Please change the timing of the light by the Albertsons center. Left turn lights should be added on the north & south entrance to La Costa
102. If it aint broke, don't fix it.
103. Turning off La Costa to go home people are speeding behindme. I have my turn signal on & they don't slow up. I always think i'm going to get hit.
104. East of LCA before Romeria turn it back to 2 lanes right turn only. People merge left & the back right- it's not good now making a right turn from Cadencia to La Costa Ave is difficult-
105. There needs to be bicycle lanes on both sides of La Costa Ave
106. bicyclists ride 2 or 3 abreast which puts them in the auto area- can something be done about this?
107. No roundabouts at any intersection
108. Reduce the speed limit to 35 Mph
109. Too many cars to fast! scary ride
110. I am concerned that any changes made to La Costa will increase the likelihood that Levante will become a bypass. I am more concerned about peds & bikes than I am about residents who purchased homes with access problems. I don't want public funds to fix a private problem
111. We really appreciate your attention to this very vital issue
Thank You!
112. I don't have any problems except for street maintenance
113. Review street parking to insure least obstructed views for all traffic trying to merge on to La Costa- example: looking east when stopped at Gibraltar Street parked cars block view, which is short due to oncoming traffic coming over hill.
114. I would like to see evidence that traffic or street changes on La Costa Ave will not result in more traffic on Levante St which is already overwhelmed with overflow and speeding traffic
115. The stop signs they have along Levante has helped to slow traffic as well as all those stop signs in Del Mar
116. It is a Major street- do not make it smaller or slower!
117. Improved landscaping is desperately needed! Traffic safety for La Costa Ave residents!
118. While traffic on La Costa Ave is a concern I feel the city has much bigger problems it should be dealing with.
119. People in general drive very fast. I'm concern about people who are working and people that are on bikes
120. You insist that it must "function as a main east-west corridor" and it is "designated as a "secondary arterial" this is nonsense. Think outside the bureaucratic box... Undesignate it or propose to the appropriate gov't agency that it be redesignated. When your main premise is incorrect, nothing that follows will be correct. thank you for this opportunity to give input.
121. This request has been seriously started a long time ago and need to be done soon before more accidents or death or law suit
122. The street should not be modified. we need availability of current access to work, shopping & freeway. I would rather see more speed signs to keep speeders from exceeding the limit. Traffic will only increase.
123. radar/random speed enforcement

124. Overall I am happy with La Costa Ave as it currently is.
125. The speed limit of 45 is appropriate but no one drives it! people easily drive 60 on that road. The new "slow Down" signs on north side of street are working well. add some to south side as well.
126. 1. Will there be a shopping plaza opposite CVS? if so-think about the traffic then
2. If going to 2 lanes- we need more lights to get out of side streets Nueva Castilla Way
127. Main Concerns
 - 1, safe exit on to La Costa Ave from my house
 2. Traffic Speeds
 3. Traffic Noise
 4. Traffic pollution
 5. Lack of sidewalks
128. Red no Parking Zones block my vision coming out of driveway. cars park right behind it no parking at all east up the hill would be better
129. I like the one lane each direction. Idea but wonder if that won't cause more issues during peak hours (5-7pm east bound is bad) Please, No Roundabouts!!
130. Any change in La Costa Ave. must also insure that Levante does not become an alternative route. Levante already has a speed problem posing a added risk to the La Costa Heights elementary school children who walk to and from their homes. many residents also jog along Levante& cross street.
131. Left turn lane onto Vieja Castilla dangerous. While waiting for green arrow, always concerned about being hit head-on by oncoming traffic.
132. No parking should be allowed on La Costa Ave. The condos have specific parking and owners should park in their designated areas. In turning out of our subdivision on Fairway Ln, it is dangerous to try to look around all the autos parked and get onto the street with the oncoming traffic going 45-50 miles per hour.
133. Please do not reduce the number of lanes. Too many cars in a single lane will put the cars closer together, which may actually increase the likelihood of accidents.
134. The mph/slow down signs seem to have had an impact.
135. Do not agree that number of lanes need to be reduced. Synchronized lights to posted speed limit.
136. Would want bike lane on both side of street and public transportation.
137. Do not choke the traffic by lane reduction. Traffic signals can be an effective flow control.
138. Reducing travel lanes to one in each direction is not wise. It will create traffic jams, block emergency vehicles, and cause driver frustration and risky behavior. As traffic volume increases over time, more lanes will be required.
139. How in the city planning do central traffic on Levante St a residential street with 25 mph limit, which is more often then not ignored by drivers? If traffic is restricted on La Costa Ave the over flow will inevitably come to Levante St since it is the closest thru streets between El Camino Real and RSF.
140. More radar cops to control speed, use money from speeders to keep La Costa safer and clean up landscape east of El Camino Real. We need median just east of Bank of America. Cars are going to fast crossing into oncoming traffic and plowing into fence where people walk. Also hard to do speed limit going west, due to downhill grading.
141. From La Costa - making a left to Calle Madero is scary because I use the middle lane - but people coming from the opposite direction use the same place to make the left to Gibraltar. So many times I've almost got into an accident. It would be nice to have a bike lane
142. It's turned into a dangerous freeway.

143. We would like to see the traffic speed on La Costa reduced significantly if possible. Thank you.
144. Make two lanes - center landscaping with roundabouts at every intersection. That way, there would be no cars idling (fumes) and motorcycles revving at stop lights and traffic would be slowed significantly. La Costa is a neighborhood street, not a freeway, it is currently being used as a freeway. Roundabouts would allow a continual flow of traffic at reduced speed, and would possibly encourage commuters to use other "arteries" to the freeway (from San Elijo, etc.)
145. Motorcyclists and cars seem to routinely race, screech tires, rev engines while driving/stopping on La Costa Ave.
146. La Costa is a major artery. Future development at RSF commercial will increase use. Only one lane on La Costa will result in more use of Levante - and a neighborhood safety concern for all children and families.
147. I would like to see palm trees planted in medians between El Camino Real and I-5
148. It's manageable as it is, but please don't embark upon some multi-month, multi-million dollar improvement. It ain't broke, please DO NOT try and fix it.
149. La Costa Ave is dangerous for pedestrians and has become a major artery for San Marcos residents. Carlsbad's lack of planning and overgrowth has created problems that can never be mitigated. Good luck.
150. I take LC Ave from Nueva Cassilla Way to RSF. I don't see much of a problem in that stretch.
151. This road is a major artery. It should not be changed to 2 lanes. Not appropriate!
152. Carlsbad PD/Volunteers might be a visible deterrent during peak travel times if possible.
153. Discontinue on street parking. Landscape medians. Do not use roundabouts or decrease number of lanes.
154. Cars come racing down hill toward El Camino Real. Very dangerous to pull out to street from apartments - especially when parked cars block view - noise very similar to the Daytona 500 - Thank you for your concern with this area.
155. We have witnessed (heard) way too many accidents at Calle Madero since moving here in 2004. Speeds are too fast and visibility from Calle Madero is impaired give traffic speed. Should not be a "secondary arterial" in the first place. That's what RSF is for!
156. Traffic light on Dehesa folks coming from the 78 on RSF then turn onto La Costa at a speed you wouldn't believe to the downhill slope. It's downright scary! Traffic light on Dehesa Court - often there are lines up to turn right to go to Encinitas. You are blocked by bumper to bumper traffic wanting to turn left of RSF.
157. Pulling out of La Costa vale neighborhood from Dadencia onto La Costa making a right towards RSF it is a blind corner and the speed of vehicles is too fast. Something needs to be done on that corner.
158. I've lived here for 46 years and have been driving for 30 years. I've seen this area grow but La Costa Ave has always been a main traffic street. I am guessing that most of these homeowners purchased their homes after 1972. With that said, they choose to live on La Costa Ave with the issues it has. I only know of one street that has had several accidents and that street should get a stop light. To avoid parked cars being hit all of La Costa Ave could be a no parking street or the speed limit could be lowered.
159. Visibility at Nuevo Castillo onto La Costa - growth of foliage on south west corner is dangerous.
160. La Costa should be 4 lanes from i-5 to RSF. Going down from 4 to 2 and back up makes no sense. Further projections should determine number of lanes to RSF.
161. The traffic lights that are in place adequately control the flow of traffic on La Costa Ave.

162. Make the road less friendly to motorists. Enforce speeds. Use cameras. Use roundabouts. Make heavy hauling trucks and also heavy equipment use Palomar Rd. It is very important to have rapid action on this project.
163. Please reconsider keeping La Costa Ave four lanes. My concern is emergency evacuation in the event of a harmony grove repeat. Delays in police, fire and paramedics. The letter does not address delays in emergency services.
164. Having a like scale from 0-3 is no efficient for this survey because it reduces variability and increases the chances of a ceiling or floor effect when reviewing the data - which can make interpreting the data difficult.
165. It is very unsafe to right exit Albertsons on the south side, hedge blocks the view to left side of car, hedge needs to be trimmed.
166. Lived on La Costa Ave since 1979. It was a mess then with all garbage trucks using it. That was resolved but with new construction it just gets worse! With the new project planned at La Costa and RSF its going to be a MESS!
167. Please address safety issues related to a left turn from Nueva Castillo to La Costa. Worried about increased traffic on out street (Levante) if changes are made to La Costa.
168. Having radar police is the best deterrent. I wouldn't oppose signals, but would oppose roundabouts or raised speed humps.
169. Enforce the speed limit. Do not reduce the number of lanes. This will create more traffic conditions also the side walk is over grown. Unable to walk without entering the street. Bushes and weeds need to be cut back and fences need to be repaired.
170. The new signs, speed monitors, and prior existing signs are too much. Its rather irritating and gives a negative over bearing feel to my drive now.
171. The street is fine. Poor drivers and people racing or impaired cause the problems. Do not waste any money or time on their witch hunt.
172. 1. There should be attended school crossings at several points in La Costa during school hours.
2. We have had two serious accidents in front of our home due to speed. In one a truck flipped over and totaled our sons car.
173. The lane reduction invites drivers to accelerate.
174. Would like to have a convex mirror at Levante and La Costa Ave so cars coming out of Levante can see traffic in both directions on La Costa.
175. In general La Costa Ave works in spite of curves in road. The signs, speed monitors appear to be working well. I've seen no accidents in 9 years. I'd limit future development on La Costa itself to minimize future use along the actual road. Have less density in projects along the active winding section of road. Thanks.
176. This would stop many issues with people pulling in and out of their houses. Only one direction of traffic.
177. Reduce speed and have police presence during busy hours. Do NOT reduce lanes as traffic will divert to Levante which has a grammar school.
178. La Costa Ave needs to have regular speed control, people drive 55 through residential area often.
179. A warning sign would be helpful approaching Nueva Castilla going east on La Costa. It is extremely hazardous when turning west on La Costa from Nueva Castilla. I have lived here since 1979 and realize that more traffic is natural - however speeds on La Costa should be monitored with a flashing sign if possible.
180. My main concern is the appearance where the landslide was. The aesthetics have not been dealt with years later.
181. Pavement markings to make the street look narrower - widen bike lane. Cut hedges at every side street to enter and exit La Costa Ave. Bike lanes ought to be EXTRA wide.

182. 1. If the city is going to put more traffic lights on La Costa Ave, make sure they are sequenced to allow smooth traffic flow.
2. Making La Costa into 1 lane is a dumb idea.
183. This is whining people who made a mistake buying a house on a main artery screw up La Costa and people will use LeVante as an alternative causing even more problems and whiners.
184. Definitely need good bike lanes with visible signs especially going east - very dangerous.
185. I suggest leaving the existing median and 2 eastbound lanes. Reduce westbound to one lane so homeowners can have more room to back out of their garages.
186. Don't make changes if you slow it down traffic will back up and cars will be there all the time.
187. It needs to be 4 lane between El Camino Real and RSF.
188. Thank you for working to ensure safety and still preserve the "residential" feel of La Costa Ave.
189. Please build sidewalks all along both sides of La Costa Ave.
190. Question #1 - What is Meant by: Operation of on-street parking?
Recommend the use of noise reduction pavement materials that were used in other Carlsbad areas.
191. It seems to me that the radius of the curvature of the road changes abruptly in some places. This causes some drivers to drift away from the center of the lane, possibly into another lane.
192. Do not decrease the number of lanes on La Costa Ave. Traffic would be a nightmare.
193. We have never experienced a problem. We believe that reducing lanes is a horrible idea! This is NOT how we should be using out limited dollars. Instead enforce speed limits. Thank you for including the community in your planning.
194. Not really sure how to deal with speed on LCA... Im even guilty sometimes. More CPD presence would help(sometimes) maybe speed trailer. But there definitely needs to be bike lanes on entire upper section(east of ECR)
195. Carlsbad police with radar guns to control speeding. A bad plan to reduce La Costa Ave to 2 lanes. Concern about getting into and out of my driveway. Need center medium to make left turn into many driveways.
196. Change speed limit, control u-turns, raise medians so residents cant turn east from driveways. Flashing speed signs great idea.
197. Need other street connections between El Camio & RSF that are easily accessible.
198. If houses had to be built on La Costa Ave circular driveways should have been mandated to drivers would not have to back out into traffic.
199. Why change to 2 lanes when proper traffic officers and fines would eliminate those that speed.
200. I only use La Costa Ave from Albertsons shopping center. It is impossible to make a right on a red - no visibility and cars speeding down hill.
201. The biggest contributor of the noise is the 45 mph speed limit. It would be great if the speed limit was reduced as some, if not many, of the houses on La Costa Ave are very close to the street.
202. Roads were made for cars, bicycle lanes were made for bicycles, sidewalks were designed for people. Two lane roads are for cars - not one lane for bicycles and runners.
203. Install stop signs to slow traffic at RSF thru Olivenhain except longer intervals between stop signs.
204. Over 20 years and speed is not kept in control.

205. Reduce to one lane in each direction. This is already the case with a good portion on La Costa and implementing it for the rest of the portion between El Camio and RSF would allow us to safely get out of our driveways and merge into the lane.
206. I am concerned that the planned changes will cause people to drive through the surface streets in our neighborhood in order to avoid La Costa Ave. We already have people speeding down Segovia Way to avoid traffic on RSF.
207. If you make changes to slow traffic on La Costa you need to address traffic on Levante too. Our neighborhood is already being used by people cutting through from El Camino Real to RSF to avoid traffic on La Costa Ave. They speed through our neighborhood at excessive levels and blow thru the stop signs. Maybe you could install speed bumps on Levante while you are upgrading La Costa.
208. Install landscape center medians and sidewalks.
209. Please do NOT reduce lanes to 2. It would cause more traffic problems.
210. La Costa Ave needs guard rails on all curves and enforcement of speed limit or lowering of that limit. Possibly high mph speed bumps might help.
211. Thanks for light and green turn arrow at Uregu Castillo.
212. So exciting to see what comes of this! Thank you for asking for public opinion.
213. Reduce speed.
214. 1. Enhance character and aesthetics of street by providing or requiring all mailboxes be uniform and of attractive design. Current hodge-podge of boxes is a detractor and negative impact on street.
2. Maintain 2 lanes both ways.
215. Do NOT cut the number of lanes!!
216. Sides secondary street signings are not visible. The drivers slow down on La Costa to find the address. Traffic speed and noises are most concerned
217. Create better community street character and traffic will slow down.
218. Place no roundabouts
219. The speed at which cars drive from RSF towards ECR is typically above the speed limit. My main concern is the high speed and the many blind intersections.
220. People speed horribly and there are too many cars using La Costa. It's awful and unsafe.
221. Traffic speed isn't the problem. Don't make it out to be one. Proper controls make life easier for those of us who live here.
222. We need turnabouts, traffic lights, anything to slow down traffic.
223. I have seen to many accidents on a street with driveway access. I live 2 blocks off La Costa and still hear motorcycles and cars racing into early morning. I drive out of my way to access la Costa at a light because there are to many t-bones by my closest access to La Costa.
224. Never thought it to be much of a problem in the 1st place.
225. There have been many accidents on La Costa Ave and Nueva Castilla. People go to fast! Same is true on Levante. Most don't even stop at the stop signs!
226. People drive in fast lane going east because drainage dips in road, cars bottom out. Traffic use on Levante St is increasing due to high volume on La Costa Ave which makes it hard to back out of driveways.
227. We drive this street daily and walk it several times a week. We must make a left turn on Esfera to reach our house. We have no problems with current conditions. Do not add lights! Do not reduce lanes! Changes would make driving La Costa more difficult and frustrating. Roundabouts would be horrid. I hate them in Encinitas. Dont listen to a vocal few. Remember that traffic will increase if the shopping plaza opens - dont even think about reducing lanes.
228. Reduce speed limits, add more traffic lights, particularly at "T" intersection.

229. I walk my children to school and have to cross La Costa - it is very scary with the speed of the traffic. A crosswalk at Esfera & La Costa would help I feel to slow traffic down. Also at the corner the trees are so thick you can't see oncoming traffic unless you stick far out in the street.
230. We would be opposed to traffic circles as drivers misuse them and they impede traffic flow. We are open to a change in speed limit or other small changes to make driving on La Costa Ave.
231. The "your speed is XXX" is good warning to slow down. Need right turn only lane for east bound La Costa at RSF. Perhaps widen or 2 left turn lanes onto RSF.
232. Leave the street as it is. Do not pander to a small group of citizens who would be happy to stop all automobile traffic.
233. No street parking.
234. The speed of vehicles rounding the blind curve between RSF and Dehesa Ct is excessive but speed limits are not enforced on the curve. We never see policemen controlling speed in this location.
235. Street signs are placed too far back on corners - not visible until after drivers pass street result is a lot of turning around and 'u' turns at corners and intersections - dangerous - caused many accidents.
Drivers are inattentive - always doing something - cell phone, texting, reading, looking at other passengers and talking while driving - reaching for something on back seat.
236. We love our home, but our constantly concerned about our safety from the speeding vehicles. We believe that roundabouts and more stop lights as they have on Leucadia Blvd would help immensely. It is only a matter of time before a horrendous accident is going to occur.
237. Resurfacing needed.
238. Signs/Lights have not changed speeder habits. There needs to be "actual" slow down barriers to inhibit speeds. It is not safe to cross La Costa Ave even at the lights. People do not heed pedestrians or bikes.
239. It could be made safer. 45 seems fast. Don't turn in into a street with a light every block so it takes 15 min to get to the freeway or beach.
240. If La Costa Ave becomes less of a thru streets will Levante take its place? I hope not.
241. La Costa Ave is UNSAFE for bicycles. Should promote Levante as a more suitable bike route.
242. The intersection of La Costa and Cadencia is extremely dangerous. Right turning traffic from Cadencia onto La Costa (east bound) should not be permitted on red.
243. Please, NO ROUNDABOUTS!!! The concept works for some areas, but not for La Costa Ave.
244. Please do something about the motorcycles "bikes" that race up La Costa Ave. I will not believe they are street legal. Sometimes 5 to 10 go up the street at one time, the noise is deafening.
245. Nuevo Castillo entry onto La Costa is very dangerous.
246. Perfect the way it is.
247. Way too much traffic and too fast. Especially in few blocks near Nuevo Castillo intersection. Lots of speeding there.
248. I drive safely and follow the speed limit. It's a main road and I don't see any problems. I've lived here in the same house for 35 years. The people that bought a house RIGHT on La Costa Ave are on a main street and that's too bad for them. They bought knowing they were on a main street. They have to be careful when they back out of their driveways. What do you expect- lower the speed limit to 25- that's not realistic. I don't think there are any problems with La Costa Ave. It's a main thoroughfare just like Melrose Ave. or Alga Rd.

249. The issue of blocked visibility on the south west corner of Nueva Castilla/La Costa Ave. intersection is ongoing and dangerous.
250. -4 lanes must be maintained
 -Control speed with stop signs/lights
 -No bicycle traffic - road too narrow - cyclists can use Calle Barcelona
 -Roundabouts are a WASTE of money!
 -Forget Landscaping!
 -Remember - No amount of money or legislation can correct stupidity!
251. Suggest a no-right turn on red lights. La Costa Ave @ Saxony Rd.
252. Do not add raised medians if there are speed bumps or turnarounds or roundabouts.
253. No roundabouts or street lights. Carlsbad lights are poorly managed. Roundabouts are still known to cause accidents and many do not know how to drive them.
254. I feel that changing La Costa to 1 lane will impact traffic in a negative way. If people drive the speed limit of 45 it should solve your problem.
255. La Costa Ave. and Tamarack Ave. are very dangerous. Build roundabouts!!!
256. Sidewalks are a major concern for my family. We would really like to use the sidewalk to jog or walk between El Camino Real and Vieja Castilla, but do not feel safe doing so. Much of the northern sidewalk along La Costa is obstructed by mailboxes, plants, or other overgrown vegetation, and are impossible with a baby stroller. The only option is to veer into the bike lane if it isn't blocked by parked cars. If it is, you must approach the vehicle lanes to pass by. A partial solution would include more landscape maintenance of overgrown vegetation, and also legislation to prohibit mailboxes or other obstruction of the side walk by residents property.
257. Making a right turn onto La Costa from Gibraltar Street is dangerous when the stop light at Romeria is green. The speed of many cars is extreme -heading up hill to the west. I suggested to the police that the motorcycle cops hang out at the top of the hill, just east of Gibraltar, but the officer I spoke with got angry for my suggestion making a left turn onto Gibraltar St is also dangerous because of the high speed cars com up the hill heading west. Often my household members will head over to Romeria to turn right on La Costa because we have a better view of the cars speeding, than if we turn right onto La Costa from Gibraltar St. There are quite a few seniors in the Gibraltar St./Jerez neighborhood. My household likes the idea of only one lane in each direction for La Costa. When I drive the speed limit on La Costa, I often get tail gated, honked at, an extended finger, etc. I think another stop light is needed to slow traffic. One of the two streets on the south side of La Costa just west of Gibraltar. All of the stop lights on La Costa should turn red more often, stopping La Costa Ave traffic, not just when there is cross traffic from the side streets (Romeria, Vieja, Castilla).
258. We don't need any more useless signals. We need to GET PLACES! and that road is a main artery! Time the lights we have now better! We are always sitting at lights you need to change the lights to exact opposite of what they are now! We all go down the road after waiting for 5 min. At a light, they HIT A YELLOW/RED LIGHT! DO THE EXACT OPPOSITE! We need to get places and your allowing the side road people priority is ridiculous.
259. My primary safety concerns are cars turning onto La Costa in an unsafe manner and encroachment onto the road by carless bicyclist.
260. Suggest the city consider a demonstration project to reduce traffic lanes to 2 or 3 place a 'K' rail barrier between d/w access and through traffic if it workds consturct permanent improvements driveways.
261. I am concerned if the street is narrowed to a 2 lane road it will create even more traffic since it's the main way to get to I-5

- Reducing speeds using roundabouts at intersections and creating a center median will allow people to merge onto the road, reduce speeds, and limit left hand turns into traffic.
262. The road diet plan is a very poor solution to the drive and safety issues on La Costa. Reducing four lanes to two is like trying to step back in time before all the housing and commercial developments. With the additional future housing and commercial developments it will make local residents drive time horrible. No parking and no left turns will be inconvenient for home owners on the east side of La Costa, however they will be safer. It will be difficult to have a traffic plan that will satisfy all residents. So some difficulty for the hundred or so residents on the east side of La Costa is reasonable compared to the extended drive time for the thousands of residents that use La Costa as their main thoroughfare.
263. Please do not put up with stopsign/ stop lights etc. that will impede the commuters using this main east-west road to get to the freeway. Anyone who was dumb enough to buy a house on La Costa Ave deserved to have difficulty to deal with the noise. Why should 98% of people using this road be concerned because of a few dumb people who now regret they bought there?
264. Roundabouts are not appropriate!
Sidewalks are needed
Stop lights could ease up the problem of residents merging into traffic
We need that road "Wide & Flowing" for the amount of traffic it services
Medians would push traffic closer to the driveways of residents.
265. NO MORE TRAFFIC LIGHTS
266. We live on Levante St, which parallels La Costa Ave. If many changes are made to La Costa Ave, we are concerned that drivers will choose Levante as an alternate, which could create other problems.
La Costa Ave. is too unsafe for bicycles. It shouldn't have bike lanes & should have signs directing bikes to take the safer Levante Street.
Consider installing a low dividing wall on center divider at dangerous curve locations, similar to what exists on Torrey Pines Road grade in San Diego.
267. The staya both going into Albertson needs turn signal on N-S sides. The speed on Vieja Castilo is bad - up & down. They just zoom.
268. NO ROUNDABOUTS!
269. Close La Costa Ave at Rancho Santa Fe as it originally was. Provide access to emergency vehicles only.
270. I have been a resident just off of Gibraltar and La Costa for many years, and use the road to get everywhere since there is no other road out. The construction of San Elijo Hills added a huge amount of traffic, which the City is responsible for allowing. The traffic implications should have been taken into consideration before that construction was started. I heard one plan was to reduce the number of lanes down to one each way on La Costa. This would be unacceptable as it would mean huge traffic delays especially during rush hour. Roundabouts are a good idea that seem to work well in England.
271. It is outrageous to turn La Costa Ave. into one lane each way. There are many sensible ways to control the traffic. Please don't make this thoroughfare smaller which will cause gridlock.
272. No roundabouts!
273. Am a cyclist who lives directly off La Costa Ave. I occasionally ride westbound, but am even nervous about this as I sometimes need to come out into lanes of traffic to avoid parked cars. I NEVER would consider riding on the east side of the road and am worried when I see cyclists doing so - no bike lanes, high rates of car speed, and blind curves. It is only a matter of time before someone is killed.

274. Simply reducing the speed to 35 would have significant impact at minimal expense. People are afraid of getting tickets on La Costa already and reducing the speed limit would have a net effect of significantly decreased speeds and improved safety. La Costa is not a bottleneck and reducing the speed will not change this however reducing lanes might without the desired results. Please do not create a bottleneck on La Costa with your good intentions.
At the end of La Costa though, changing the lanes on East bound La Costa at the Rancho Santa Fe intersection to two left turn lanes and a single straight lane or one left, one left & straight lane and a single straight lane would also solve the bottleneck issue at this intersection although the second option would require a change to the light timing if there is any.
Reducing the speed on La Costa would have no impact on this daily bottleneck and resulting safety issue.
In the end, please employ KISS and simply reduce the speed limit before spending taxpayer money.
275. A sign that says 'entering residential area' doesn't tell me anything more then seeing houses along the street. Eliminate all parking near driveways, that will help a lot.
276. La Costa Avenue is too big and busy a street for myself and many of our neighbors to feel safe enough to let our school age children walk to and from school across La Costa Ave.
277. We travel La Costa Avenue daily and feel reducing the speed limit in the residential areas would be the best solution. If La Costa Avenue is narrowed to one lane each direction, there would be major traffic jams daily. In addition, residents attempting to enter the stream of traffic would have to wait an inordinate length of time.
278. It is a high volume road and will need to remain especially when La Costa and Rancho Santa Fe gets built. My family of six have lived on Cadencia St for 31 yrs and never had a problem. It was clear 31 yrs ago it was a main road. Circles and stop signs or speed bumps will only create flow problems for the entire area. If people wanted to live on a 30 MPH road, they should have moved on one.
279. Lighted crosswalk similar to those on Carlsbad Blvd. N. of Tamarack beach (intersections where traffic lights are at present).
280. We feel that La Costa Ave. works well as it is. The street is only unsafe if a driver violates the speed limit. A police presence and huge fines are appropriate as well as better attorneys to defend our city against law breakers who are negligent and sue.
281. I am an avid runner and cyclist, and cannot bike on La Costa because there are no lanes for a large portion of the street, and everyone speeds on it! I am thankful the City of Carlsbad is looking at this problem now. Thank you.
282. Cycling near El Camino Real/ La Costa Blvd /especially along the Coast Hwy can be very dangerous cars are too fast and signage needs to be posted warning of cyclists and pedestrians.
283. The operational speed of La Costa Avenue is 10-15 mph higher than appropriate for the adjacent land use, which is solely residential between the Chabad House and Rancho Santa Fe Road. The ratio of drivers using La Costa Avenue to access Rancho Santa Fe Road to those living in residences along La Costa Avenue is too high. Measures discouraging through traffic should be implemented.
284. improve safety for cyclists and pedestrians - can use landscaping features, bike lanes, sidewalks
285. Lowering the speed limit to 35 or 40 may help because most people go between 50-55 mph.
286. I work in Carlsbad and bicycle frequently in the area

287. the bike lane up the last part of the hill is great, but there are sections with no bike lane and it's a blind or semi blind corner for drivers. I bike and drive it several times a week.
288. Make the street more bike friendly for safety.
289. thanks for trying to make it better.
290. Currently we can only safely turn right out of our driveway. As drivers, we need somewhere to safely u-turn (at Vieja Castilla). As pedestrians, we would like to be able to cross at Calle Madero so we can walk to the elementary school.
It's a lower priority for us, but currently there are locations on the existing sidewalk where it is not possible to fit a stroller through - the lampposts and mailboxes impede on the walking space. Strollers have to pass on the road and if there is a car parked in that location, strollers have to pass in the line of traffic. Mailboxes often impede the path and so runners are often in the parking lanes. It is very dangerous.
291. La Costa Avenue between El Camino Real and Rancho Santa Fe needs speed restrictions and better bicycle lanes.
292. We live in a high use bicycle area. Tourists, residents, and folks enjoying the north coastal region need safe bike lanes. Thanks.
293. I do not want to see the number of lanes reduced on La Costa Avenue. This would be a step backward! This road has been a busy and ugly road since I moved here almost 25 years ago. Many Carlsbad residents rely on this road for quick access to I-5 and El Camino Real. Reducing the speed, adding traffic signals, and reducing lanes will only make travel more difficult. When the commercial area is built up, more cars will use this road to get to the new shopping centers and there will be greater congestion. While it is probably true that it is difficult for residents to leave their driveways quickly, if they wait for the lights to change and use care, I believe that they can leave safely. I would like to see this road made more attractive with plants and trees and a true bike lane.
294. With the weather we enjoy in So Cal, there really should be more bike lanes for folks to use for both commuting and for recreation!
295. I have major trouble getting from Levante, turning right on La Costa and left on RSF. There is always a line up to turn left and no way to get across traffic to get over in that lane from Levante. Maybe 2 left turn lanes would help. Also, bike lanes going east would be a huge asset. Thanks.
296. Please distinguish between La Costa avenue East of Rancho Santa Fe Road and the rest of La Costa Avenue. The eastern portion is a route children use to get to schools, including La Costa Canyon and Mission Estancia. Also--I have heard that the city is planning to decrease the number of lanes on La Costa Avenue. I am strongly opposed to that solution, as traffic is only likely to increase as the La Costa Town Center (planned for corner of RSF Road) progresses.
297. Bike lanes are needed....lots of cyclists use this road and cars travel very fast in both directions.
298. Signs reminding drivers to share the road w/cyclists, reminding them that cyclists have the right to ride along LC Ave safely. Also, some kind of signage indicating to yield to cyclists when turning onto 5-N heading westbound on La Costa would help--very dangerous there
299. This is one of a few east-west corridors and I do not feel safe on my bicycle. I currently have to go quite a distance out of my way if on my bike.
300. Make one side for Bike/walk path for both east and west bike and walk traffic similar to the north side of san elijo rd from Schoolhouse way to Questhaven.
301. A bike lane like they used to have years ago would be great. Riding up that hill is very unsafe due to widening of the lanes for cars
302. Road conditions of La Costa east of El Camino are somewhat dangerous for cyclists.

303. Continuing the way La Costa Avenue was fixed between El Camino Real and the coast would be a great thing. Another excellent plan to copy is the La Costa Valley one. We really don't need to reinvent the wheel - just do what we know works well and looks great.
304. Let's make our roads safer for people who are being green and keeping healthy as well.
305. I've ridden my bike on La Costa Ave for over 30 years now. Those blind curves, narrow bike lanes and high traffic speeds coupled w/drivers disdain for the rights of cyclists make it a very dangerous place to ride. I avoid it whenever possible.
306. I ride my bike along La Costa and enjoy the hills and rolling terrain but am concerned with traffic, high speeds by vehicles and lack of respect towards cyclists (i.e., driving in the bike lanes, turning right quickly cutting off bikes, honking and yelling of obscenities, etc). I give a wide berth to vehicles and observe traffic laws by not running red lights, riding no greater than two-wide, and stopping at stop signs, as this leads to ill-will towards other cyclists that motorists will see after me.
307. Going East on La Costa is very unsafe for cyclist
308. WE NEED BIKE LANES!!!!
309. Many elderly people drive this area. Also, people speed and use cell phones while driving. Special attention needs to be paid to the intersection near the freeway entrances so bicyclists can merge & pass with safety. Place red plastic cones, painted lines need improving, and add a few blinking lights. Add yield to bicyclists too.
310. As a cyclist I'm very concerned for my safety and others.
311. Enlarged bike lane required
312. Thank you so much for allowing us to voice our opinions.
313. Bike lanes we needed it ASAP
314. I came to visit friends who live on La Costa Ave. My Gosh,,, I thought I was back in Texas at the Texas Speedway.. A very dangerous street with no apparent regard from other drivers for safety for themselves or others, I mean walkers, Bikers, or just getting out of drive ways onto this SPEEDWAY. Normally I would not take the time to fill out any surveys,, but when my friends ask for my input as an out of townner,,,, You Bet, here it is. Also NO BIKE LANES OR WALKER LANES,,, WHO DESIGNED THIS STREET??? YIKES
Speed bumps are aggravating as all heck,,, but they do slow people down ,, even in Calif. Especially on this racetrack...
315. A continuous dedicated bicycle lane is needed. Currently on street parking encroaches and in sections eliminates safe bicycle passage.
316. This is very dangerous road for east and westbound cycles as well as pedestrians on south side or trying to cross. Visibility over hills is poor and autos go very fast through this section.
317. Bicycle lanes are too dangerous, I will not use them. If bicycles could be routed to Levante or other parallel street, then the existing bike lanes could be used for traffic instead
318. The segment from Rancho Santa Fe Rd west to Romeria with 3 lanes seems to work well. It provides bike lanes in both directions, safe parking in front of housing and doesn't constrict traffic flow. Bike lanes are critically important. During the construction of the retaining wall in the 2300 block, the reduction to 3 lanes did not seem to interrupt the traffic flow. Raised landscape medians would be beautiful, but I would start with the 3 lanes leaving the turn lane and see if that would work before spending the money on the medians and increasing the maintenance.
319. I feel closing down lanes on La Costa is only a short term fix and will simply move traffic to other streets such as Levante which is currently 25.

320. I live off of La Costa Ave. Yes the traffic has increased, but blame the City for allowing more homes to be built off of Rancho Santa Fe Ave. thereby increasing traffic.
321. ANY construction on La Costa will impact Levante. As our property overlooks La Costa, we are very concerned that options such as widening La Costa will impact our property values and resale potential. I understand that those whose driveways enter directly on La Costa have significant problems, but those homes are relatively few. Perhaps speed controls might be a better option.
322. My greatest concern is bicyclists using La Costa eastbound from El Camino Real where there are no bike lanes and the road is very curvy. it is a suicide wish certain days/times of the week.
323. Would like to see one lane each direction, slower speeds, easier entry/exit from/to side streets, wide/safe bike lanes, and safe sidewalks/pedestrian accommodations; maybe even traffic circles. These changes may push through traffic to Calle Barcelona; so plan should take into consideration that roadway as well. Would like to see above changes to both La Costa and Calle Barcelona. There's no need for these 4-lane, high-speed expressways through our neighborhoods.
324. Need to lower speed limits, make the road have two lanes on both sides all the way between El Camino real and Rancho Santa Fe.
325. Need to provide sidewalks on BOTH sides of the street!!
326. Just once I would like to see the City of Carlsbad do something (anything!) to speed up, rather than slow down, traffic. There is absolutely no imagination within the city when it comes to solutions to move traffic. Since I moved to Carlsbad in 1992 I have seen one major street after another (Palomar Airport Road, La Costa Ave, Carlsbad Blvd, Carlsbad Village Drive, El Camino Real, Rancho Santa Fe Road, etc.) ruined by traffic signals and stop signs. The city cares nothing about the costs associated with slowing down the primary flow of traffic, including the cost of my time, the additional pollution, the wear and tear on my vehicle, and especially the wasted gasoline. Just once I'd like to see some creativity: one way streets, reversible lanes, round-a-bouts, left-turns yield on green, left turns banned during certain hours of the day, etc. Instead, all we get are 'solutions' that serve no purpose other than to enable left-hand turns. Enough!
327. There is insufficient road going North/South. Encinitas fixed a problem by erecting 7 stop signs on RSF road. This throws more traffic on La Costa Blvd. We need more police supervision as there are a lot of wild and speeding drivers
328. I think the city should look at a landscaped sidewalk buffer similar to Leucadia Blvd. It has been shown that a buffer makes the streets safer and more pleasant for pedestrian use, and narrow streets cause drivers to slow down and be more careful. This in addition to replacing traffic signals with roundabouts would improve the flow of traffic while keeping speeds lower, just as with the Leucadia streetscape project.
I should mention that this situation is really the result of poor planning. Wide, long, winding roads flanked by low density residential and distant commercial centers is an inefficient use of land (in the form of roads and parking), building materials and utilities, and it encourages high speeds and wasting fuel. The city should be more focused on building livable communities with smaller lots, mixed-use, greenways, building up instead of out, where walking, biking and public transit are encouraged and competitive with the private vehicle industry that drives (pun intended) current planning policies. These measures will help save money, reduce gas and water use, pollution levels, waistlines and traffic, thus making the city much more attractive as well as prepared for economic and environmental conditions.
329. I do not want to see the lanes reduced on La Costa Avenue. This would be a disaster when the new shopping center goes in at Rancho Santa Fe Road, and it would not help residents who need to turn from their driveways onto the street. It would, in fact, make

- that situation worse because one long line of traffic would lengthen the wait for traffic to clear so that a vehicle could enter the roadway from a driveway. I know that the city plans to install traffic signals at every intersection between Rancho Santa Fe and El Camino Real, and I emphatically do not want to see this happen. Please consider the use of landscaped roundabouts instead. These are efficient at slowing traffic and impede progress less than traffic signals do, plus they would help to beautify the roadway. Thank you.
330. The speed of 45mph is TOO fast for a residential street! Lowering it to 35mph would be 100 percent better!
 331. I drive La Costa at least twice daily and see no problem with it the way it is.
 332. Safety concerns on La Costa will be even greater than they are now after the huge commercial developments at La Costa and Rancho Santa Fe are completed.
 333. I checked "physical changes". I'm looking for a 4 lane road with 2 lanes each direction.
 334. One way to reduce traffic on La Costa is to connect and open Poinsetta Ln. I live in San Elijo/San Marcos and even I have to travel I-5 North I will use La Costa because it is quicker to the 5 than Alga or Palomar Airport. In fact, I think MapQuest and the others show La Coast as a much quicker route to the freeway than the others.
 335. Turning onto La Costa Ave from Alga (from East going South) is very difficult due to the way the media rises up and the second lane turns.
 336. The on-street parking should be eliminated because the cars block visibility and can be a hazard when pulling in/out and especially to cyclists. A center median that prevents cars from crossing in front of on-coming traffic to enter/exit driveways would improve safety and aesthetics. I'm concerned that reducing the number of lanes to a single lane each direction the length of La Costa Ave would increase congestion and shift traffic to other streets, therefore, I don't favor reducing the number of through lanes. Roundabouts might be preferable to stop signs or other control measures.
 337. Although this may get me, police officers "hide" in the same spots. Everyone knows where they sit, so they only slow down when approaching those spots.
 338. Works fine. Don't waste money making changes that aren't needed.
 339. No more traffic lights please!
 340. Save the money! there are much bigger concerns
 341. No Roundabouts
 342. Home driveway on La Costa Ave
 343. maintenance, holes, dips, cracks ,bad dips at drains
 344. new signs which flash speed are good
 345. Do Not go to a single lane!
 346. repair the pot holes on navarra
 347. Fine as is
 348. The main reason I am expressing my concern is the development of the proposed center at La Costa & Rancho Sante Fe. There are SERIOUS traffic issues NOW that will only be magnified with increased development of this area.
 349. La Costa is fine as is
 350. Opposed to median or any landscape to push traffic closer to driveways. I don not live on this street but use it as main east west access often and an very concerned about driveway to street interface.
 351. I am sure the many residents can supply viable and imaginative solutions
 352. The narrow two lanes between Cadencia and Rancho Santa Fe forces people to use Cadencia as a major street to connect to Rancho Santa Fe and La Costa Ave.
 353. STOP this action. You have listened to a vocal minority and failed to consult with other area residents. It is flat wrong to intentionally mess up traffic flow on one of the cities

- few thoroughfares that works well. YOU MUST CONSULT LOCAL RESIDENTS BEFORE DOING ANYTHING THIS STUPID,
354. This street needs to be widened to accommodate all the traffic coming off the I-5
 355. Leave as is!
 356. While these are not my concerns, I am sensitive to the concerns of people who live on La Costa Ave
 357. I have been living here 25 years and the noise just seems to be getting louder. At night you here speeding cars and motorcycles speeding.
 358. Roundabouts would only lead to more problems.
are you crazy!!
 359. i would consider slowing traffic down with roundabouts- not take any lanes out. speed traps that pay for police time. lowering speed limit to 40 MPH
 360. Speed limits are way too high. as you cross Rancho Santa Fe heading east on La Costa Ave, the speed limit is 45. you approach apartments and the lane narrows to 1 lane, with on street parking. this is much to fast. also it's almost impossible to turn right onto La Costa Ave. from Levante to then go left on Rancho Sante Fe in the mornings and afternoons. the traffic is a nightmare on this road
 361. Speeds are too high for residential area. roundabouts would be a good idea. more space needed for walking/jogging/biking 25 MPH speed limit. like Willowsprins in Encinitas
 362. Raised medians are some times more a hazard. when marbella was being done the 25 mph speed was in effect. I had to ride my brakes to maintain a 25 mph speed. I have traveled the corridor for 10 yrs at various times and have never seen a serious accident of any kind. not even a minor one.
 363. One Lane each direction would slow traffic down. each one way lane should be wider than the current lane is. allow for more on street parking for residents & keep wide entrance/ exit area clear for visibility or merging into traffic lane.
 364. 2 main problems: right of way with Nueva Castilla and Left turn(lights) onto rancho Santa Fe Rd insufficient for traffic
 365. The Construction that sometime close one lane with the cone suddenly merge two lanes can be dangerous and almost cause accident
 366. Ticketing too-fast drivers would slow people down. have police out-visible especially at peak traffic times don't narrow the road!
 367. As president of La Costa da marbella HOA- I have concerns about the future of La Costa Ave. I believe that the road should be one lane either way with center medians and turn and safety lane. In addition we need sidewalks on both sides of the road along with bicycles lane. finally, roundabouts as the best way to control cross traffic on crossroads.
 368. We appreciate this questionnaire
 369. Since the addition of the traffic light at Albertsons center more and more people are using Levante street as the connecting route and always exceeding the speed limit. please realize the impact that the changes will have on Levante.
 370. 1. reduce speed to 25 MPH 2. Make it "Two Lane" road not four. 3. change the designation to residential 4. provide parking & bike lane & landscaping on the residential site. 5. plant large trees in the middle of the road 6. provide street signals & roundabouts 7.roundabouts 1st then street signals 8. enforce the law from 6am-8am & 3pm-9pm 9. monitor midnight traffic
 371. another concern I have is the use of Cadenica St. as a cut thru from La Costa to Romeria. Our street has become far too busy & drivers are driving very fast on the street. Heaviest use is by La Costa Heights school parents around 8am & again around 2:30pm. Can we get speed humps? or close Cadencia off from La Costa Ave?

372. Downtown workers (who pay taxes) need access to home in San Marcos. No changes necessary
373. I believe the concerns can be solved with decreased speed limits and additional lighting and signs. To go into the dark ages and revert back to a 2 lane highway makes no sense. That option will create bottlenecked traffic and toxic fumes as a result of standing traffic. From a tax payer's perspective; I am curious as to why this wasn't addressed before unnecessary construction, and more condos were added to La Costa Ave.? The last thing this community needs is to spend more money on unnecessary and inefficient changes. I appreciate the opportunity to give feedback; please consider simple options, when properly implemented they will be more effective.
374. Currently La Costa Avenue is similar to a wide open racetrack when compared to a neighboring street like Aviara Parkway that has landscaping, medians, and signage. And when you consider that La Costa Avenue has numerous homes with driveways right on the street (and Aviara Parkway doesn't) it seems as if the wrong street was given all the attention.
375. I strongly feel the plan of round-a-bouts and reducing the traffic lanes to one (each way) would improve the road noise and safety for each home directly on La Costa. Will for sure help home values once traffic is reduced and brought to an appropriate housing community level.
376. I have lived on La Costa Ave for 5 years. It have seen the traffic flow, and speed increase. Safety for pedestrians and pulling out of my driveway has become decreasingly unsafe.
377. I think a median strategy should be explored prior to reducing capacity by removing lanes.
378. Very dangerous street sometimes. Once experienced near-accident when encountering a driver making a U turn. (Could not be seen due to hill and curvature of road.) Speeds too great to allow for safe entering and exiting residential driveways. Sometimes difficult to access side streets. Very distracting due to work on road, too many signs, general activity around parked cars. Not safe to cross.
Having said that--it is a beautiful well-maintained street with nice views. Thank you.
379. Our major concern is that the City of Carlsbad does attempt to NOT widen La Costa Ave or to facilitate the increase of traffic in any way.
380. Need sidewalks on both sides of street from El Camino to Rancho Santa Fe road. Medians similar to those on Aviara Parkway would be good.
381. Wider sidewalks and bike lanes would go a long way to slowing traffic in addition to reducing L.C.Ave to two lanes along the entire length. Making L.C. Ave. walkable is my goal.
382. The current building project and any future building projects has made La Costa Ave a hazard to be on and since the past retrofitting of foundations that were sliding, why would the city allow another potential erosion project to move forward.
383. We have been long time residents of La Costa and use La Costa Ave every day for direct freeway access. That's what it was developed for and is very necessary. Please, no more stop lights or slowing down of traffic. If you want to improve safety: 1) take the Public Parking off of the street and 2) stop the building of properties with additional driveways with direct access to the road. Residents who live along La Costa Ave purchased their existing properties knowing the traffic situation. Obviously it was a desirable choice to buy their residences and choose to live along La Costa Ave. Why would Carlsbad continue to approve permits for more building on La Costa Ave that only adds to the problem? The new town homes with direct access to La Costa Ave should have never been approved. Please, no more construction.
Thank you for the opportunity to voice concerns.

384. All cross streets have traffic signals. You can't put a Stop sign or Traffic signal where no intersection occurs. Most of La Costa Ave already has sidewalks. Widening the street would most likely involve eminent domain issues (you will have a nasty fight there). More traffic from the east needs to be routed to Aviara. Is it obvious that poor community planning has allowed this mini-mess to have taken place, instead of routing traffic on Santa Fe / Leucadia Blvd? Close La Costa Ave off to all but "Local Traffic"?
385. I live on Dehesa Court. It is dangerous turning left from Dehesa onto La Costa because the road downhill from Rancho Santa Fe is a blind curve. Traffic going up the hill on La Costa to Rancho Santa Fe really backs up in the afternoon rush hour. Riding a bike on La Costa going east from El Camino Real is not safe. There are no bike lanes, the lane is narrow and there are blind curves. I am a cyclist and I won't ride there (I detour up Levante), but some people do and I've had close calls. There should either be a bike lane added or maybe signs just prohibiting bikes going east on that section of La Costa.
386. speed limit reduced. need flashing ped lights at areas where condos/townhomes are so they can get out of the complex. do like the 101 and put up ped crossing signs and lines
387. This is residential street and I've watched your speed signs say slow down on almost every car. Not only that but between 6am to 8am and 5pm to 8pm there is a parade of cars using LCA as a cut trough from 5 to RSF. They should be using Leucadia/RSF or Melrose/Alga to get through but they use LCA because they can speed up and down that road. I have talked to many who do that. Changing the road to have roundabouts, one lane and other traffic calming methods will return the road to La Costa residents and those who want to cut trough without speeding.
388. Speed is a major concern, vehicle turning off of La Costa Ave onto Gibraltor or Romerea at high rates of speed. Those two side streets are very dangerous. Could recommend, police set up some type of sting to catch speeding and wreckless vehicles. Best time is 6-7 am and 5-6pm. Drivers easily reach excessive speeds on these streets. I've only see police patrol these streets once or twice in 2 years. I live off of Jerez Court. Please send police out to ticket the speeders on these streets. After a few days of doing this, I guarantee you'll have a substantial amount of tickets written which will bring in some form of new revenue to the city. Again, please stop the speeders on these streets.
389. Need a signal at Esfera
390. Single lanes in each direction (as it was several years ago) works well east of Cadencia and would slow traffic west of Cadencia. This would also allow for bike lanes in both directions.
391. I have lived on this street for 9 years and it has gotten worse every year. Cars fly down the road and I am scared a child or animal will get hit. Please do everything you can to slow cars down, increase safety, reduce the amount of traffic, and especially, reduce the amount of noise.
392. Stop signs would add auto emissions.
Roundabouts are ridiculous on a major artery.
Additional signals are a last resort and would contribute to traffic backups; especially at Rancho Santa Fe Eastbound.
393. Existing markings, speed limits etc. are perfectly fine as long as they are obeyed and enforced. The speed gauge sign is very helpful when driving.
394. I drive W on LC every morning btwn 7 and 730am and E on LC every evening around 5pm. I do not see any traffic problems and speed has been under control since CPD began regular enforcement.
395. For physical changes it would be nice to have bicycle lanes on both side of the rode
396. Reduce speed limit. Make it residential road. Narrow the road way to two lane road. Provide bike lane and parking along the street. Install tall trees and very heavy bushy tress in the middle or the road. Provide roundabouts with fully landscape with bushy and

- fat tress in them. Provide some statues monuments and other street calming materials in the medians
- 397. Please add No Parking zones where parking plus road curvature make for zero visibility of on-coming vehicles and entering the road safely a crap shoot.
 - 398. More of the digital speed indicators and speed cameras to increase revenue and slow traffic.
 - 399. Change speed limit to 35 MPH east of Fairway Ln to El Camino Real. Eliminate parking in front of condominiums & Fairway Ln development.
 - 400. There needs to be something to slow down traffic especially before the Chabad. Too many cars veering off-road or in to other cars in this area.

Appendix 2

Summary of Comments on Proposed Plan June 2011

How well do you feel the proposed plan meets the study objective for La Costa Avenue?

Excellent! The plan will slow traffic, giving pedestrians a fighting chance to get across the street while beautifying the neighborhood - raising property values (and taxes.) While roundabouts will slow traffic, it will not stop it unnecessarily like traffic signals. In addition, screeching stops and peeling out from signals will stop.

The only real complaints heard in the meetings were either from those who think 45 MPH is too slow for the street (get over it!) or overflow would go to Levante. Neither are true. Overflow will be minimal - at morning and evening rush hours only and will likely go to Calle Barcelona, Alga, Leucadia Blvd and even Palomar Airport Road for those who use La Costa Avenue to get to I-5. All of the alternatives are much better suited for more and faster traffic.

About half or a little more. The new model is more a practice of application of technical methodology to self-impress those who are designing than it is an attempt to actually solve the exactness of the problems with a good long term viable solution that will be lasting. It was evident during the group sessions, as is so often the case with the city of Carlsbad, that the design group was facilitating an attempt at selling buy-in to their pre-conceived solution more so than actually seeking input from the concerned citizenry who took their time to voice their concerns and ideas.

I am very encouraged by this plan. It incorporates all the safety items necessary to make La Costa Ave safer, return it to a residential street while maintaining a smooth flow of traffic for those who use it as a commuter road. It would be wonderful if the traffic speed laws took into account the residential nature of La Costa Ave. instead of just the traffic flow speeds. Most of the safety issues could be resolved just by lowering the speed limit to 35 mph. This would add less than one minute to the trip.

Our primary concern, safety on La Costa Avenue, has been met; by slowing the traffic pattern. Also, visually it will be a much more pleasing to the eye and will only present our avenue as more of a "community" and will give it more of a neighborhood feel. We think it will add to our property values as well.

Excellent Plan.

Meets study objectives very well.

Very well planned draft.

Perfect – love it – make it a neighborhood and will increase home values for all.

Very well thought out and planned for those living/commuting on LCA while focusing on safety and speed. No more wasting 3 mins. at each light!

Awesome

Perfectly

Very well done. The sooner the better!

Very well!

I think it is very good job you have done

Best that can be done in reasonable budget. Very good.

I am very pleased with the proposed plan. I think that it meets all of the objectives that we have discussed at all of the meetings.

What do you like most about the plan? Why?

One lane in each direction will slow traffic and widen shared median space or allow for serpentine medians for left-turns, particularly at Gibraltar and Calle Madero where opposing traffic traveling at 45 MPH or above now competes for the same ~100 ft. of turn lane. When one driver has to give way to the other, he too often has to swerve into the adjacent lane, side swiping another vehicle. That won't happen under the new plan.

Bulb-outs will protect parked cars. Roundabouts will keep traffic moving, but slower - as intended. Through time, however, should be no slower overall.

Lastly, trees and shrubs in the medians will add beauty and add value to the neighborhood, maintaining the upscale essence of the community - in contrast to adding more and more asphalt and traffic signals that deteriorate home values.

That someone is moving forward and attempting to make some improvement to a situation which has appeared as a growing problem which seemingly will continue to grow.

Bike lanes, sidewalks that are complete and wide enough to navigate with a stroller, wheelchair, or two people walking abreast are a good start. A single lane in both directions will accommodate traffic and allow space for the bike lanes and sidewalk improvements. The roundabouts work well for me, but I think a lot of people will think they will slow them down too much (In the absence of speed limit reductions, this appears to be a necessary item to calm the traffic and yet keep it moving). The raised center medians will improve the look of the street and provide additional safety.

It meets the "calming" effect we were all looking for.

Lane reduction

1) Appears that it will allow flow so traffic won't be pushed to Levante (I like roundabouts!) 2) Makes the street more attractive (I like partial medians and landscaping)

Meets all conditions: sight distance, parking, bikes, speed, emissions, beautification, cost. Add lighting – too dark.

Roundabouts – makes it residential neighborly – slows traffic and volume – perfect

Roundabouts; focus on safety

Roundabouts, safe traffic

It is safe and it makes sense

Roundabouts & curb extensions

Lane reductions east & west

Yes it serves the good of the city

1) Will slow speeds – giving everybody safety 2) Give La Costa Ave some good look & class vs. weeds & dirt 3) Maybe cause some thru traffic do divert to other major roads

The most important part of the plan is slowing traffic to prevent continuing accidents and recognizing the La Costa Avenue is a residential street.

What do you like least about the plan? Why?

Nothing, except possibly the cost. But as noted above, property values, and therefore the tax base, should be increased helping repay the investment over time.

The use of roundabouts. They are death traps. I have taken the time to park my car and observe the mired of things that happen on Leucadia Boulevard' various roundabouts, which is one of the very few places in the county where stupidity has found it necessary to complicate matters with an inept solution. Look at the curbs, they are black from tire marks because the roundabout are not within the effect design proportion and dimension of how a roundabout is supposed to facilitate traffic control. The circles are way to small, which puts the design in favor of any victim's lawsuit. Because the Leucadia roundabouts are too small they don't effectively cause the driver to slow the vehicle, but rather to make attempts to steer and veer it through the roundabout at the approaching speed. On several occasions, I watch car tires hit the curb with such force that the control of the vehicle was temporally lost by the drive and different reactions resulted. One was to panic and brake the car to a stop causing the following vehicles to react and veer up other curbs or into oncoming traffic to avoid a rear end collision. Another was to whip steer the car through the rodeo wildness cause by hitting the curb with the hope of not hitting another car. It is my understanding that roundabout were invented in and are primarily used in England, Australia, etc. where it has to be noted that the driver sits on the other side of the car, which provides a very different perspective to the roundabout when it is approached. The whole mindset is different and any reactionary result is also different from the American driving position. The installation of roundabouts will eventually result in deaths. Those who are purporting this stupidity will be then guilty of murder. If I am in the area, I will at every opportunity encourage the victim's family to sue the city and all involved with roundabout installation and use the multiple-million dollar settlement of my aunt's roundabout death as establish grounds for the worthlessness of roundabouts as a solution to traffic problems

The cost is an issue, but hopefully help can be obtained from adjoining cities whose residents use La Costa Ave for thier commute.

None found

Did not include restricting size of vehicles able to park on the street. Should have size limits; i.e., nor more than 7 feet high and one car length long. Should strictly prohibit RVs on the street. They should be on the owner's property. LCA is too hazardous and RVs make a mockery of the safety measures being implemented. Carlsbad is no longer the 70's beach town that it was. Carlsbad is now a sophisticated city and RVs should have restrictions, not only on LCA but citywide.

Perhaps some landscaping at both ends (ECR & RSF) so it looks "complete."

Not enough roundabouts – but they are expensive so I understand

Fear of the traffic back up during AM/PM hours.

Too little street parking, taking too long. Start immediately!

Nothing

Need additional roundabouts at Cadenica and Viejo Castilla.

Parking in front of residential driveways.

Not to reduce the speed limit to 25 mph

Time to implement it

I am a little uncertain about the roundabouts. I strongly believe that traffic needs to be slowed so roundabouts may be the best answer.

Expect that the "plan" will lead to substantial increase in traffic on Levante Street – why – because we have many children (and an elementary school) on Levante St – we live on Levante St. >30 yrs.

How could the plan be improved to meet the study objective more effectively?

We think every objective was addressed and the response to each was very positive and resulted in an appealing, esthetic plan.

Take a deep breath and just implement something with paint stripes before huge amounts of money are expended on something that the citizens of Carlsbad will be forced to live with and tolerate, because there is never enough money to fix bad design in government, never, unless there is death involved.

When the plan is implemented, speeds will be reduced and hopefully the speed limit can then be lawfully reduced and enforced.

We like the proposed plan as it is.

As stated above PLUS:

There should be a raised median at the area between the Marbella condos on the south side and Alta Verde, Alteeza, Tres Verde condos on the north side. This is a high density area and left hand turns should be controlled by a raised median.

The Marbella condo is right across the street from two single family home driveways, as well as the Tres Verde condos.

No suggestions

No need to improve – I love it

Nothing, I think it's great

Nothing

Wider parkways, take away from the medians. Start east, Romeria to Cadencia, consider children to and from La Costa Heights Elem. from homes north of La Costa Ave.

No parking in front of driveways; or, at least, limit size of vehicles ie. no RVs and no vehicles above 7 feet high or, longer than one car

Do all you have proposed & reduce speed limit and change it to residential designation.

Continue to stress: - "changes are not just for those who live on La Costa but for those who travel it – it takes two cars to make an accident" – speeders and those who leave driveways

I think that the current proposed plan will meet all objectives that I had in mind. I can think of no further improvements at this time.

Do away with "on-street" parking on La Costa Ave – reduce width of "turn lane" continue to have 2 lanes of traffic. Traffic representative said they would study impact on Levante St. at 6/23 meeting.

How well do you feel the La Costa Avenue Improvement Plan process addressed the community's preferences and concerns?

Beautifully - literally. La Costa Avenue will have slower traffic, fewer accidents, be a safe place for pedestrians and bicyclists. It will cut down on noise and add character and beauty to the community. We cannot wait!

It really doesn't. It is a crafty and clever manipulation of experimentation that has been very well perpetuated upon the citizenry in a very slick manner to create buy-in with delayed timing, mock meetings and much political massage. The city has made it clear without verbiage that the goal is to do what they want to satisfy the court requirements at any and all costs first and foremost. This is the goal and the attempts to make the citizenry feel that they have been participatory and that they have been listened to is merely frosting on an otherwise nearly impalatable cake.

I applaud the efforts to correct the long needed safety on La Costa Ave.
I FEEL THAT THE INTERIM PLAN SHOULD INCLUDE AN EAST BOUND BIKE LANE, ESPECIALLY BETWEEN FAIRWAY AND VIEJO CASTILLA. IT IS THE MOST NARROW PORTION OF THE ROAD, WITH THE SLOWEST BIKE SPEEDS.

Excellent job and we want to thank all those involved in the project. We have lived on the avenue for over 25 years and plan on staying. With the traffic calming modalities in place, and medians with landscaping, not only will this be a safer place to live, but also for people using our

road to get from El Camino to Rancho Santa Fe Rd. And again, it will give our area a sense of being a residential neighborhood, which is what it has always been. And all in all it will certainly add to our property values.

As I said before, the Plan is excellent and visionary. Tweaking it a bit to include the aforementioned median by Marbella and the other condos, as well as the vehicle size restrictions, would make it perfect.

ALL OF THE PEOPLE, DOUG, SKIP, PAT are amazing! This was an extreme challenge but they navigated the waters beautifully.

Thought it was a excellent process, conducted very well. City/consultants clearly listened to community input.

Excellent process – I apologize for my neighbors' comments!! Pat, Doug, Skip great job

Perfect – you've won my heart! Thank you for a program well run

For the crowd ->50/50 but I agree

95% positive

This plan couldn't be more effective. It addresses safety ant that's what's most important!

Well done.

Excellent – kudos to everyone involved. Now, Council should do their job and get it done!

The staff has done very good job so far

Good meetings – professionally done – might need some special time with Levante people showing why non-local people will not logically use it as by-pass – most increase will be from those who live there; not using La Costa & cut up to where they live

Not everyone will be pleased by any plan as is evident from the public hearings. The third meeting however showed a great response from citizens, nearly all but a few stating that they were happy with the proposed plan. Good and organized efforts!

Not everyones!

Appendix 3

Technical Memorandum

La Costa Avenue Improvement Plan – Level of Service Analysis Planning and Cost Estimate

August 2011

TECHNICAL MEMORANDUM

To: Doug Bilse, City of Carlsbad
From: Arnold Torma, KOA Corporation
KOA No.: JB14055
Date: August 16, 2011

Re: **La Costa Avenue Improvement Plan – Level of Service Analysis Planning and Cost Estimate**

INTRODUCTION

Background

This technical memorandum is intended to provide the analytic information that, in combination with the *La Costa Avenue Road Diet Arterial Traffic Calming Project*, is the outcome of the *La Costa Avenue Improvement Plan*. A separate report describing the process and outcome has been prepared by Pat Noyes & Associates, dated July 2011. Over time, traffic volumes on La Costa Avenue are expected to increase beyond the current level. The weekday, daily traffic volumes on La Costa Avenue vary between 15,000 and 17,000 vehicles, and is expected to increase as high as 20,000 in the future according to SANDAG. Driveways open directly onto the road, which has a 45-mile-per-hour speed limit, making it challenging to enter and exit residences during busy traffic times. Therefore, the City of Carlsbad has commissioned KOA Corporation to prepare the La Costa Avenue Improvement Plan to develop a cost effective, community-preferred plan to address traffic speeds and safety on La Costa Avenue in a way that respects the residential character and arterial function of the roadway.

Purpose

In order to understand how well the concept plan would function, this documents the intersection and segmental analysis for the La Costa Avenue Improvement Project. The results in this memorandum are presented for the following scenarios:

1. Existing Conditions Without & With Project
2. Future Conditions Without & With Project

Figures in Attachment A illustrate the existing and proposed geometries for the following four intersections:

1. La Costa Avenue at Nueva Castilla Way
2. La Costa Avenue at Viejo Castillo Way
3. La Costa Avenue at Romeria Street
4. La Costa Avenue at Cadencia Street

These intersections were chosen specifically for future implementation of either signal control or proposed roundabouts. The turning movement counts for each intersection can be found in Attachment B.

Roadway peak hour segmental LOS analysis was conducted for the following three locations on La Costa Avenue:

1. West of Nueva Castilla Way
2. West of Calle Madero
3. West of Cadencia Street

These segmental intersections were chosen specifically because they are located in between the four intersections previously being analyzed.

CONCEPT

Conceptual Striping Plan

A conceptual striping plan intended to respond to concerns about speeds on La Costa Avenue has been prepared. Attachment C shows the proposed striping concept for the La Costa Avenue Improvement Plan. It makes utmost use of the existing median position, reduces the through lanes to one lane in each direction adjacent to residential units, introduces a Class II bikeway and it maintains on-street parking along portions of the roadway.

METHODS

Intersection Levels of Service Analysis

The intersections along the length of the project have been analyzed to determine what the existing and future levels of service are with the Intersection Capacity Utilization (ICU) for existing and future conditions without project. A satisfactory operating intersection is a LOS D or greater during peak hours. The analysis printouts are included in Attachment D.

Roundabout Analysis

SIDRA, a roundabout software that offers a roundabout capacity model based on US research on roundabouts, was used for this analysis. For the with project scenario the two locations that were analyzed as one-lane roundabouts as part of the La Costa Ave Improvement Plan are listed below. Some additional locations are addressed later in this memo

1. La Costa Avenue and Nueva Castilla Way
2. La Costa Avenue and Romeria Street.

A satisfactory operating roundabout is a LOS D or greater. The analysis printouts are included in Attachment D.

Segmental Analysis

With the use of midblock segmental LOS analysis, the existing and future levels of service for the roadway segments along the length of the project have been determined. This method takes an hourly directional/traffic volume divided by a pre-determined capacity value to produce a volume/capacity ratio. The City of Carlsbad uses a value of 1,800 vehicles per hour per lane for roadway capacity. A satisfactory operating segment is a LOS D or greater. The analysis printouts are included in Attachment D.

EXISTING CONDITIONS

La Costa Avenue is shown within the City of Carlsbad's Circulation Element as a secondary arterial roadway, which is fed by other local roads leading to regional connections. Therefore, it is currently 2 lanes westbound from Levante Street to Romeria Street and 2 lanes eastbound from Gibraltar Street to Romeria Street. From Gibraltar Street to Levante Street it is three lanes, with two lanes in the westbound direction and one lane in the eastbound direction. Figures in Attachment B show the existing geometry of La Costa Avenue.

The results of the effect of the proposed improvement plan with the current roadway configuration scenario for both segments and intersections for existing conditions are shown in Tables 1 through 3.

Table 1
Existing Roadway Segment Conditions Without Project

Existing geometry		Eastbound				Westbound			
	Lane Capacity	Lanes	Hourly Volume	V/C	LOS	Lanes	Hourly Volume	V/C	LOS
West of Nueva Castilla Way									
AM Peak Hour	1800	2	502	0.14	A	2	983	0.27	A
PM Peak Hour	1800	2	1111	0.31	A	2	624	0.17	A
West of Calle Madero									
AM Peak Hour	1800	2	525	0.15	A	2	838	0.23	A
PM Peak Hour	1800	2	935	0.26	A	2	581	0.16	A
West of Cadencia Street									
AM Peak Hour	1800	2	445	0.12	A	2	667	0.19	A
PM Peak Hour	1800	2	629	0.17	A	2	458	0.13	A

Table 2
Existing Roadway Segment Conditions With Project

Existing geometry		Eastbound				Westbound			
	Lane Capacity	Lanes	Hourly Volume	V/C	LOS	Lanes	Hourly Volume	V/C	LOS
West of Nueva Castilla Way									
AM Peak Hour	1800	1	502	0.28	A	1	983	0.55	A
PM Peak Hour	1800	1	1111	0.62	B	1	624	0.35	A
West of Calle Madero									
AM Peak Hour	1800	1	525	0.29	A	1	838	0.47	A
PM Peak Hour	1800	1	935	0.52	B	1	581	0.32	A
West of Cadencia Street									
AM Peak Hour	1800	1	445	0.25	A	1	667	0.37	A
PM Peak Hour	1800	1	629	0.35	B	1	458	0.25	A

As can be seen in the above tables, there will only be a shift from a LOS A to LOS B with the implementation of the project during the PM peak hour heading eastbound; therefore, all three segmental intersections will continue to operate at a satisfactory level.

**Table 3
Existing Intersection Conditions**

#	Intersection	Existing Without Project			Existing With Project		
		Intersection Control	ICU	LOS	Intersection Control	ICU	LOS
AM Peak Hour							
1	La Costa Ave and Nueva Castilla Way	Side Street Stop	.36	A	Roundabout	.66	B
2	La Costa Ave and Viejo Castilla Way	Signal	.36	A	Signal	.57	B
3	La Costa Ave and Romeria St	Signal	.35	A	Roundabout	.35	A
4	La Costa Ave and Cadencia St	Signal	.39	A	Signal	.42	A
PM Peak Hour							
1	La Costa Ave and Nueva Castilla Way	Side Street Stop	.33	A	Roundabout	.58	A
2	La Costa Ave and Viejo Castilla Way	Signal	.32	A	Signal	.51	A
3	La Costa Ave and Romeria St	Signal	.53	A	Roundabout	.46	A
4	La Costa Ave and Cadencia St	Signal	.50	A	Signal	.50	A

As can be seen from the above table, there will only be a shift from a LOS A to LOS B with the implementation of the project during the AM peak hour at Nueva Castilla Way and Viejo Castilla Way; therefore, all four intersections will continue to operate at a satisfactory level.

FUTURE CONDITIONS

2030 Year Analysis

The results of the proposed improvement plan with the without project scenario for both segments and intersections for future conditions are shown in Table 4 through 6.

**Table 4
Future Roadway Segment Conditions Without Project**

Existing geometry		Eastbound				Westbound			
	Lane Capacity	Lanes	Hourly Volume	V/C	LOS	Lanes	Hourly Volume	V/C	LOS
West of Nueva Castilla Way									
AM Peak Hour	1800	2	602	0.17	A	2	1180	0.33	A
PM Peak Hour	1800	2	1333	0.37	A	2	749	0.21	A
West of Calle Madero									
AM Peak Hour	1800	2	630	0.18	A	2	1006	0.28	A
PM Peak Hour	1800	2	1122	0.31	A	2	697	0.19	A
West of Cadencia Street									
AM Peak Hour	1800	2	534	0.15	A	2	800	0.22	A
PM Peak Hour	1800	2	755	0.21	A	2	550	0.15	A

Table 5
Future Roadway Segment Conditions With Project

Existing geometry	Eastbound					Westbound			
	Lane Capacity	Lanes	Hourly Volume	V/C	LOS	Lanes	Hourly Volume	V/C	LOS
West of Nueva Castilla Way									
AM Peak Hour	1800	1	602	0.33	A	1	1180	0.66	A
PM Peak Hour	1800	1	1333	0.74	B	1	749	0.42	A
West of Calle Madero									
AM Peak Hour	1800	1	630	0.35	A	1	1006	0.56	A
PM Peak Hour	1800	1	1122	0.62	B	1	697	0.39	A
West of Cadencia Street									
AM Peak Hour	1800	1	534	0.30	A	1	800	0.44	A
PM Peak Hour	1800	1	755	0.42	B	1	550	0.31	A

As can be seen from the above tables, there will only be a shift from a LOS A to LOS B with the implementation of the project during the PM peak hour heading eastbound; therefore, all three segmental intersections will continue to operate at a satisfactory level.

Table 6
Future Intersection Conditions

#	Intersection	2030 Without Project			2030 With Project		
		Intersection Control	ICU	LOS	Intersection n Control	ICU	LOS
AM Peak Hour							
1	La Costa Ave and Nueva Castilla Way	Side Street Stop	.41	A	Roundabout	.80	D
2	La Costa Ave and Viejo Castilla Way	Signal	.42	A	Signal	.69	B
3	La Costa Ave and Romeria St	Signal	.38	A	Roundabout	.50	A
4	La Costa Ave and Cadencia St	Signal	.42	A	Signal	.46	A
PM Peak Hour							
1	La Costa Ave and Nueva Castilla Way	Side Street Stop	.38	A	Roundabout	.70	C
2	La Costa Ave and Viejo Castilla Way	Signal	.36	A	Signal	.60	B
3	La Costa Ave and Romeria St	Signal	.60	B	Roundabout	.56	A
4	La Costa Ave and Cadencia St	Signal	.55	B	Signal	.55	B

As can be seen from the above table, the greatest change in level of service will shift from an A to a D at Nueva Castilla Way. This is due to the high volumes of the through movements on La Costa Avenue. All four intersections will continue to operate at a satisfactory level.

Based on the segment and intersection analysis shown above the with project conditions produce acceptable level of service.

OTHER LOCATIONS

The City might eventually consider implementing roundabouts at three additional locations along the same corridor. These locations are not included in the La Costa Improvement Plan and are not in the cost estimates provided in the appendix. However, in case locations are considered further, additional analyses of roundabouts at Cadencia, Gibraltar, and Calle Madero along La Costa Avenue are discussed. The results are shown in tables 7 and 8 below.

**Table 7
Existing Intersection Conditions**

#	Intersection	Existing Without Project			Existing With Project		
		Intersection Control	ICU	LOS	Intersection Control	ICU	LOS
AM Peak Hour							
4	La Costa Ave and Cadencia St	Signal	.39	A	Roundabout	.28	A
5	La Costa Ave and Calle Madero	Side Street Stop	.33	A	Roundabout	.59	A
6	La Costa Ave and Gibraltor St	Side Street Stop	.32	A	Roundabout	.50	A
PM Peak Hour							
4	La Costa Ave and Cadencia St	Signal	.50	A	Roundabout	.44	A
5	La Costa Ave and Calle Madero	Side Street Stop	.32	A	Roundabout	.50	A
6	La Costa Ave and Gibraltor St	Side Street Stop	.30	A	Roundabout	.47	A

As can be seen from the above table, all intersections will continue to operate at a satisfactory level as a roundabout.

**Table 7
Future Intersection Conditions**

#	Intersection	2030 Without Project			2030 With Project		
		Intersection Control	ICU	LOS	Intersectio n Control	ICU	LOS
AM Peak Hour							
4	La Costa Ave and Cadencia St	Signal	.43	A	Roundabout	.34	A
5	La Costa Ave and Calle Madero	Side Street Stop	.38	A	Roundabout	.71	C
6	La Costa Ave and Gibraltor St	Side Street Stop	.37	A	Roundabout	.60	B
PM Peak Hour							
4	La Costa Ave and Cadencia St	Signal	.56	B	Roundabout	.53	A
5	La Costa Ave and Calle Madero	Side Street Stop	.36	A	Roundabout	.60	A
6	La Costa Ave and Gibraltor St	Side Street Stop	.34	A	Roundabout	.63	B

As can be seen from the above table, the greatest change in level of service will shift from an A to a C at Calle Madero, however all three intersections would continue to operate at a satisfactory level.

DISCUSSION OF PHASE I/II VERSUS LA COSTA AVENUE IMPROVEMENT PLAN

There have been two phases to the La Costa Avenue study process. The earlier, Phase I/II examination of traffic issues for La Costa Avenue culminated in a report entitled the *La Costa Avenue Road Diet Arterial Traffic Calming Project*, and was published September of 2008 by KOA. Shortly thereafter the process of moving forward was halted to allow for a new approach and greater involvement of the community. That original study was commissioned to address concerns about speeding and traffic safety, and the focus was to see if a "road diet" was applicable to these concerns. Data was accumulated for this study and presented in the report for both daily and peak periods, and comparisons between having no project versus the conditions with a road diet project were developed in the text and tables. Several methods to assess the adequacy of the road and intersection conditions were applied to determine measures of congestion both for existing and future conditions.

More recently the City and the project team have undertaken a process involving community engagement over a series of three public meetings beginning on April 28, 2011, again on May 26, 2011, with the third such meeting occurring on June 23, 2011. This technical memorandum presents new information regarding the traffic volumes and conditions along the length of the project defined for the second and most recent evaluation. The current process is called the *La Costa Avenue Improvement Plan*. There are some differences in the data and in the results obtained for this Improvement Plan evaluation when compared to the Phase I/II report. The differences are discussed in the next paragraphs.

Traffic counts were originally taken from May 2007 to January 2008 for the Phase I/II report at ten different segmental locations and at another 14 intersections. More recently, the City of Carlsbad has obtained traffic counts from 2010 and 2011 as part of the ongoing monitoring program of street conditions as well as commissioning a series of "before" and "after" counts to understand what, if any, volume changes may occur as La Costa Avenue begins to have some changes made to it to address speeds and other issues. Interestingly, at the three locations that overlap between the Phase I/II and Improvement Plan work, we observe that at each location, the volumes have decreased since the original counts. The average decrease on the daily volumes is between two and three percent.

Forecasted traffic available from SANDAG for the period between now and the "horizon" year of 2030 is used as the basis for determining the likely growth in the study area. This growth between two representative years in their forecasts is applied to the existing traffic counts for segmental volumes and intersection volumes to obtain future peak hour volumes for analysis. Since the preparation of the Phase I/II report and now, several years have passed, so the proportion of growth between the "existing" year and the "horizon" year involves fewer years which has an effect on how the future year volumes are calculated. The result is the growth percentages, and therefore, the future volumes are not as high for the Improvement Plan work as they were for the Phase I/II analysis.

The methods to assess congestion and the techniques employed differ between the Phase I/II and Improvement Plan reports. For daily, segmental analysis the Phase I report uses a process called the "SANTEC" method published by SANDAG. These are general guidelines for what the upper limit of daily traffic might be on different types of roadway classifications in the region without consideration of the actual conditions during the peak period. The Phase I/II report also looks at another approach called the "Florida DOT" method to understand the adequacy of roadway segments in the peak hour and in the peak direction. The application of the Florida DOT method in the Phase I/II report in 2008 necessitates the use of a customized spreadsheet that involves the use of side street volumes rather than one-way volumes as is now the case in the nationally distributed software versions of this same technique that were not available when the Phase I/II report was prepared. As a result, volumes could have been over-represented leading to the appearance of more congestion than otherwise would occur. For intersections, the techniques described by the 2000 Highway Capacity Manual (HCM) are employed for the Phase I/II report, and this method determines the amount of delay that a driver would experience on the average at either signalized intersections, or it would be the delay to enter from the side street at stop-controlled intersections. Results using the HCM method rather than the ICU method preferred by the City of Carlsbad can lead to slightly different results.

In the Improvement Plan process, this technical memorandum employs a method for the adequacy of operation by using the methodology defined in the City of Carlsbad's Traffic Monitoring Program. These techniques are the same methods used to assess a developer impact study presented for a land use decision and environmental study. The ICU method is the regularly used method for TIS and the growth monitoring studies. For roadway segments, the actual hourly, directional traffic volume is divided by the idealized capacity of 1,800 vehicles per hour per lane to obtain a ratio. Depending on whether the ratio is between certain limits the level of service is determined with a ratio of 1.00 being the "capacity" of the roadway lane, or its carrying capacity of 1,800 vehicles per hour in a direction. The intersection process, called the Intersection Capacity Utilization method (ICU), uses a slightly different method to arrive at another measure of utilization based on the conflicts of vehicles within the intersection. Again, the results are expressed as a decimal with 1.00 representing the "capacity". This method has long been employed throughout the County for decades and enjoys the benefit of being simple, easily reproducible and understandable. All of these methods and the software that drives them have a series of default parameters that the analyst can choose to use or revise as appropriate. One example is the percentage of trucks that are assumed to be part of the traffic stream. In the roundabout software the default percentage for trucks is twenty percent, a relatively large percentage for any street, much less La Costa Avenue which the City prohibits from being used for through trucking movements. Depending on how these parameters are adjusted or not to reflect reality can affect the results.

Presented Appendix E Aare side-by-side comparison tables of the results of all of these methods as they were reported originally in the Phase I/II report and as they are now being calculated for the Improvement Plan work which is explained in the other sections of this memo.

COST ESTIMATE

To estimate costs for the proposed improvements along La Costa Avenue, conceptual drawings were measured and scaled to get approximate quantities. For planning-level estimates, itemized quantities were limited to the primary measurable items such as removal of pavement or concrete, construction of curb, gutter, sidewalk, or full depth asphalt concrete, striping, etc. These estimates were done for each location seen on the concept plans and reference numbers shown in a key map graphic. In addition to the specific concept locations, project-wide improvements such as striping and sidewalk construction were shown. Due to the uncertainty of prices and to be able to bracket the likely cost, we have applied lower and a higher pay item prices. The result is a project cost price range between \$3.1 and \$4.7 million. Without the "missing link" sidewalk portion of construction, the price range is calculated between \$2.3 and \$3.5 million.

As with all cost estimations, assumptions were made to determine the quantities and costs. The major assumptions made include:

- Contingency of 20% of each location total
- Traffic Control and Mobilization at 8% of the project construction total
- Design, construction management, and administration at 20% of the project construction total
- Masonry retaining walls approximately 5 feet high needed for 50% of "missing link" sidewalk construction
- Roundabouts would not require major pavement grade reconstruction

The complete print out of the planning level cost estimates and key map graphic are included in Appendix F.

Attachment A: Figures
Attachment B: Counts
Attachment C: Concept
Attachment D: Analysis Printouts
Attachment E: PHASE I/II Versus Comparison Tables
Attachment F: Cost Estimate

Attachment A:
Figures

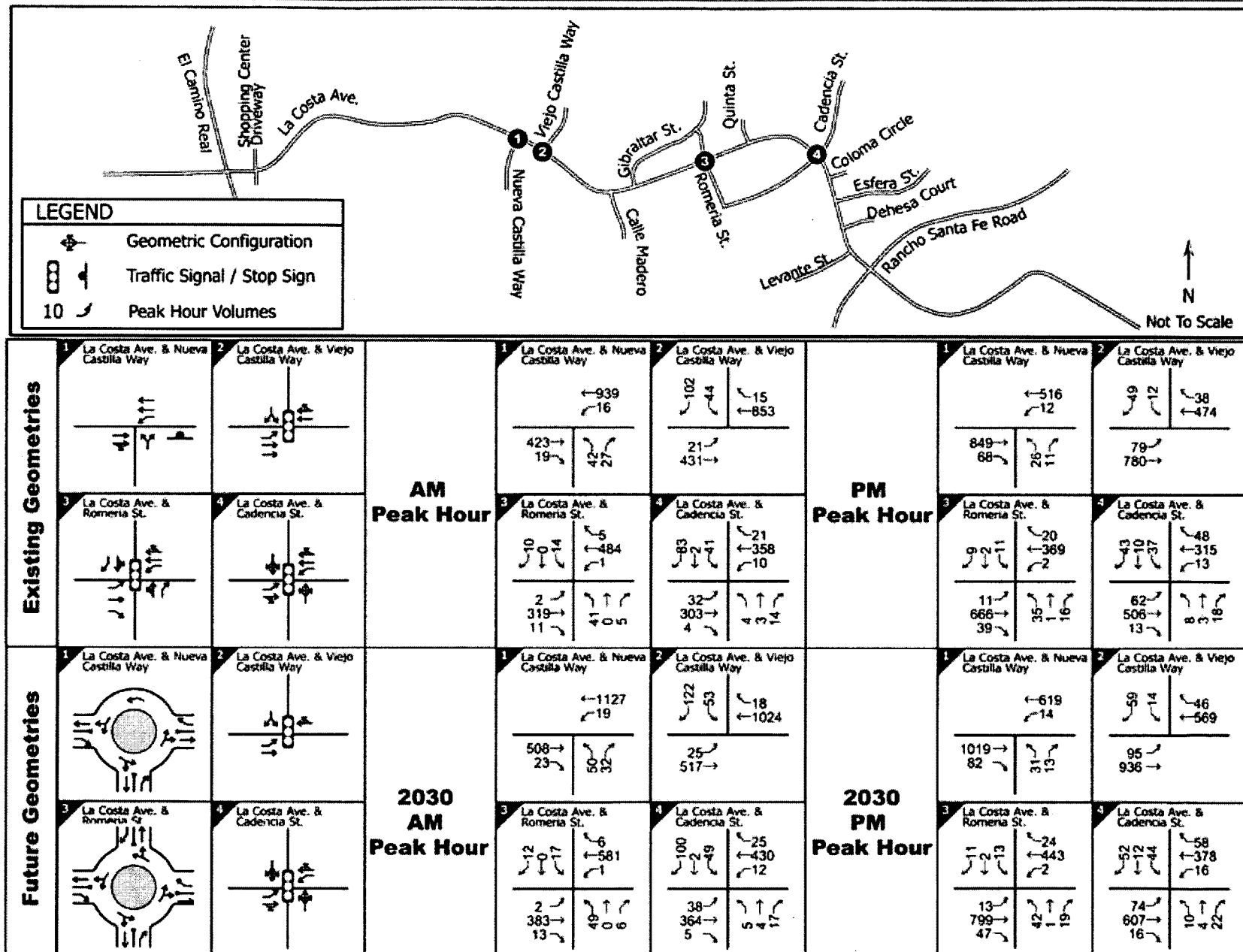
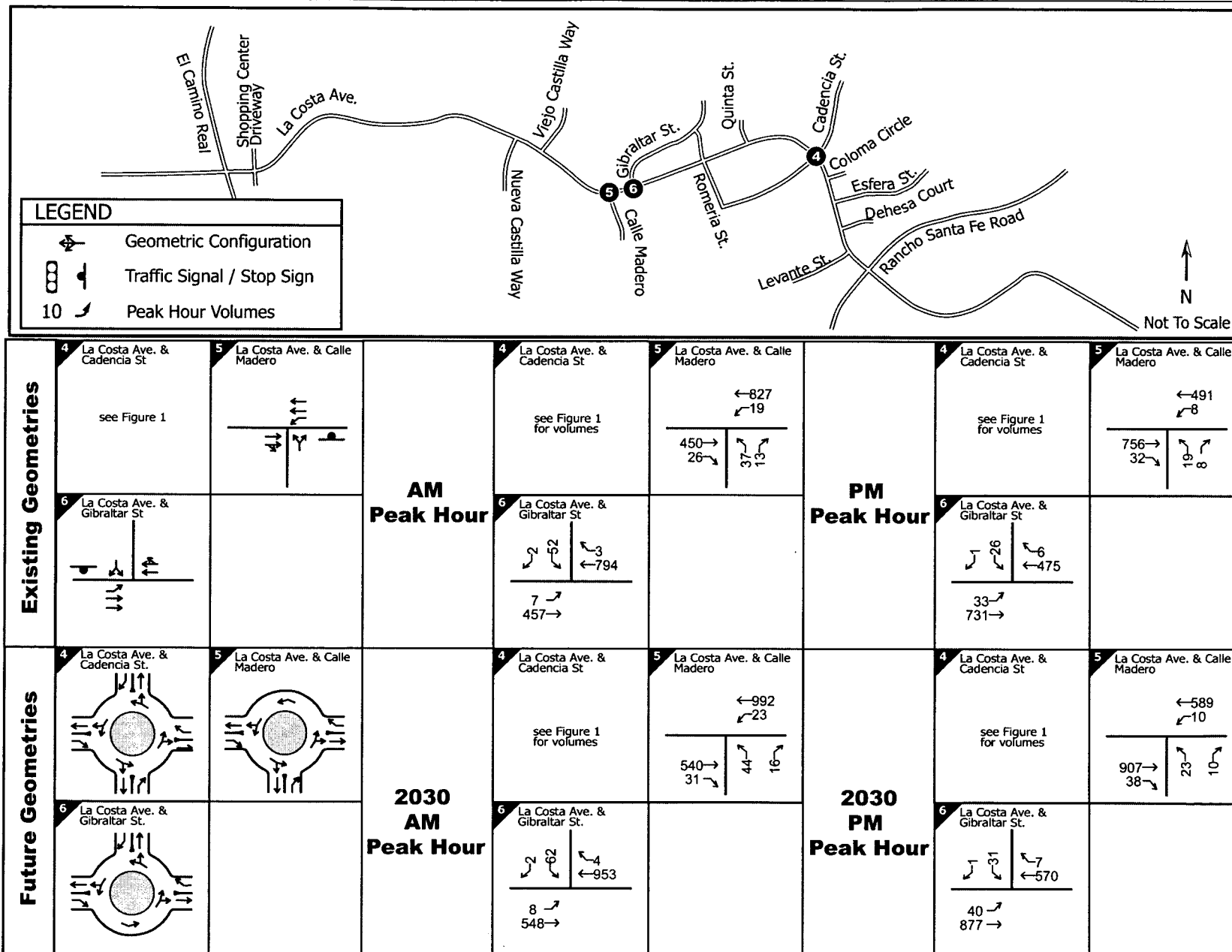
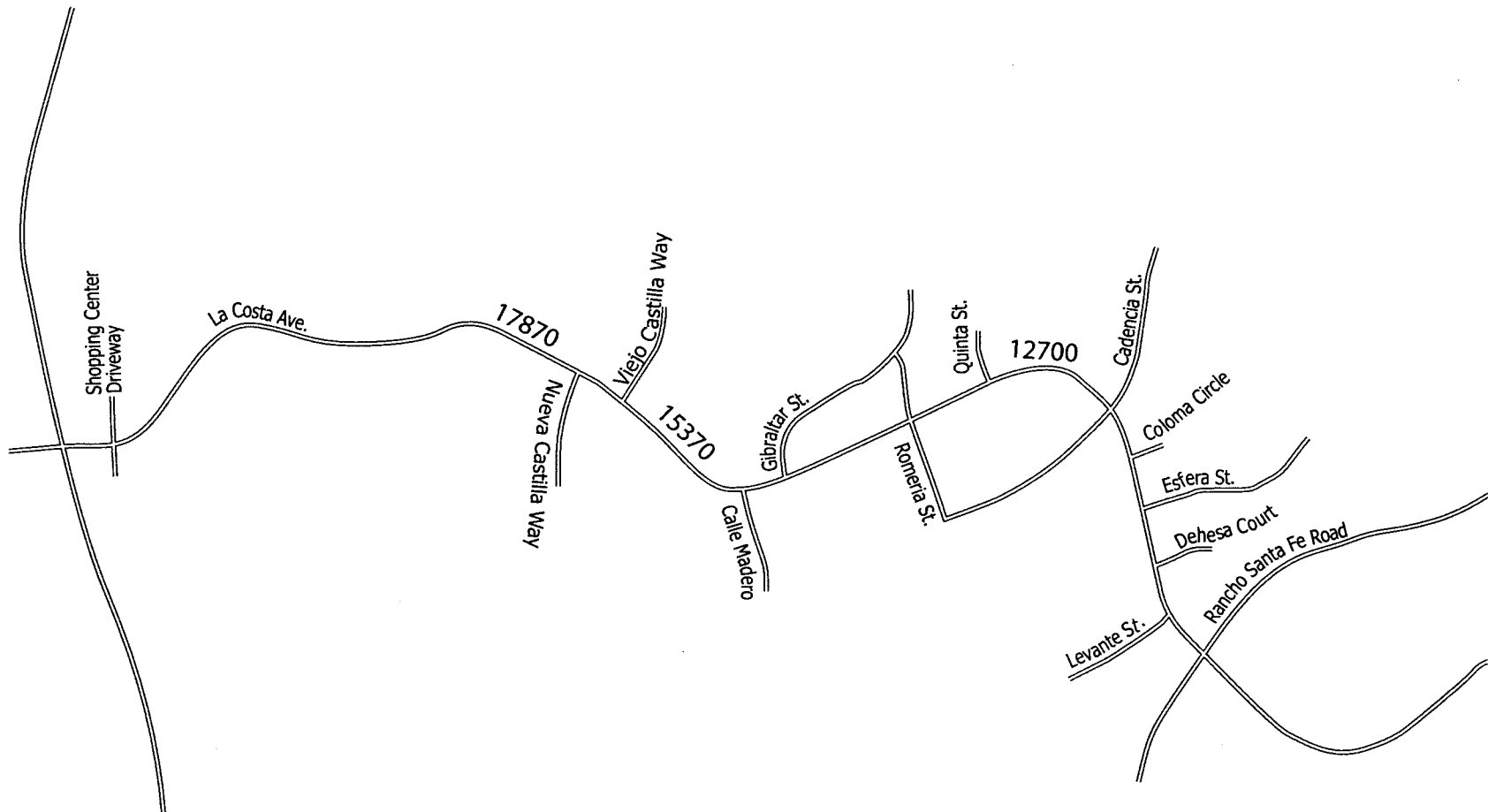


Figure 1 - Existing & 2030 Conditions

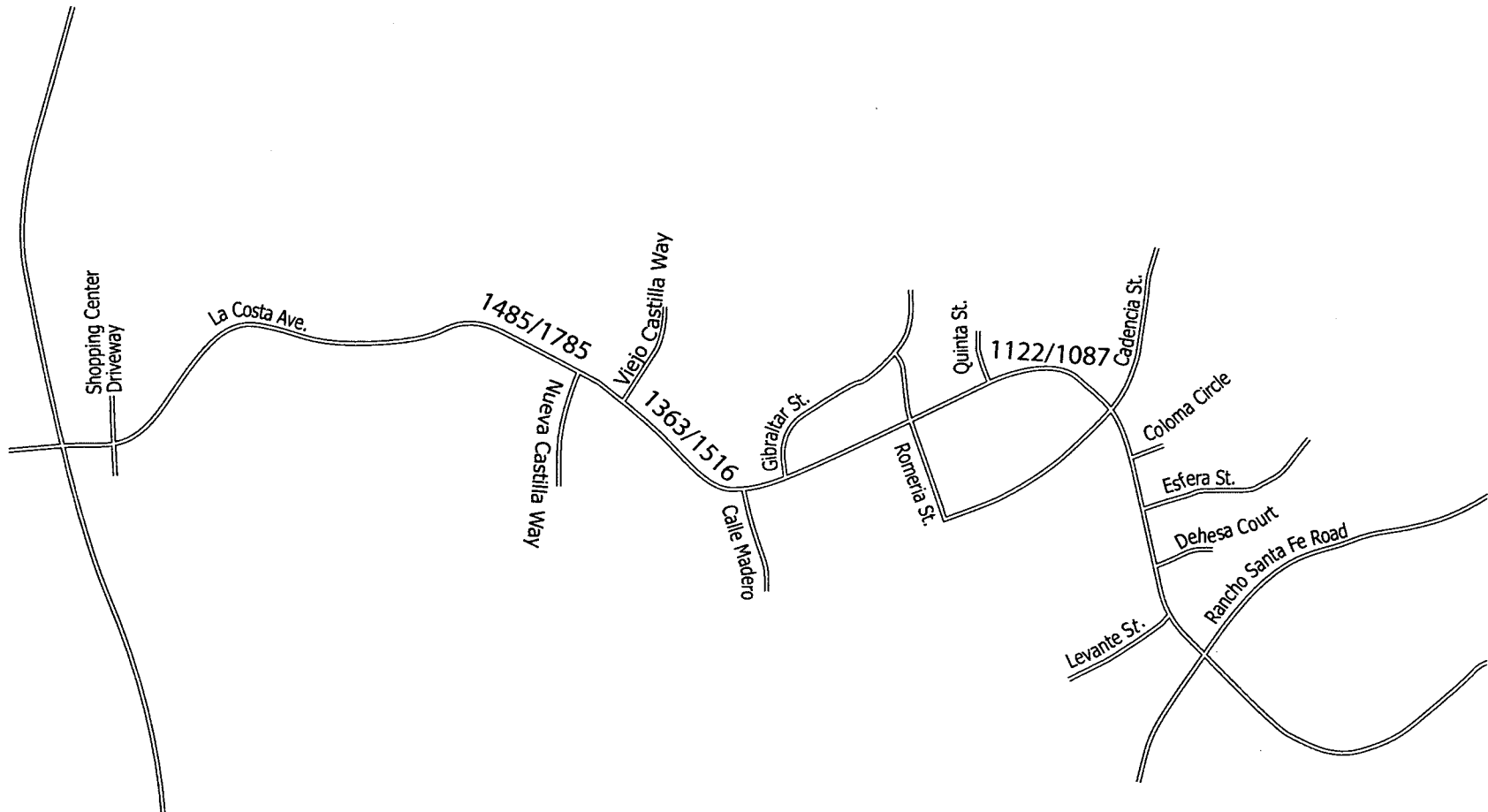




LEGEND	
—15—	Average Daily Traffic

Figure 3
Existing Roadway Segment Average Daily Traffic

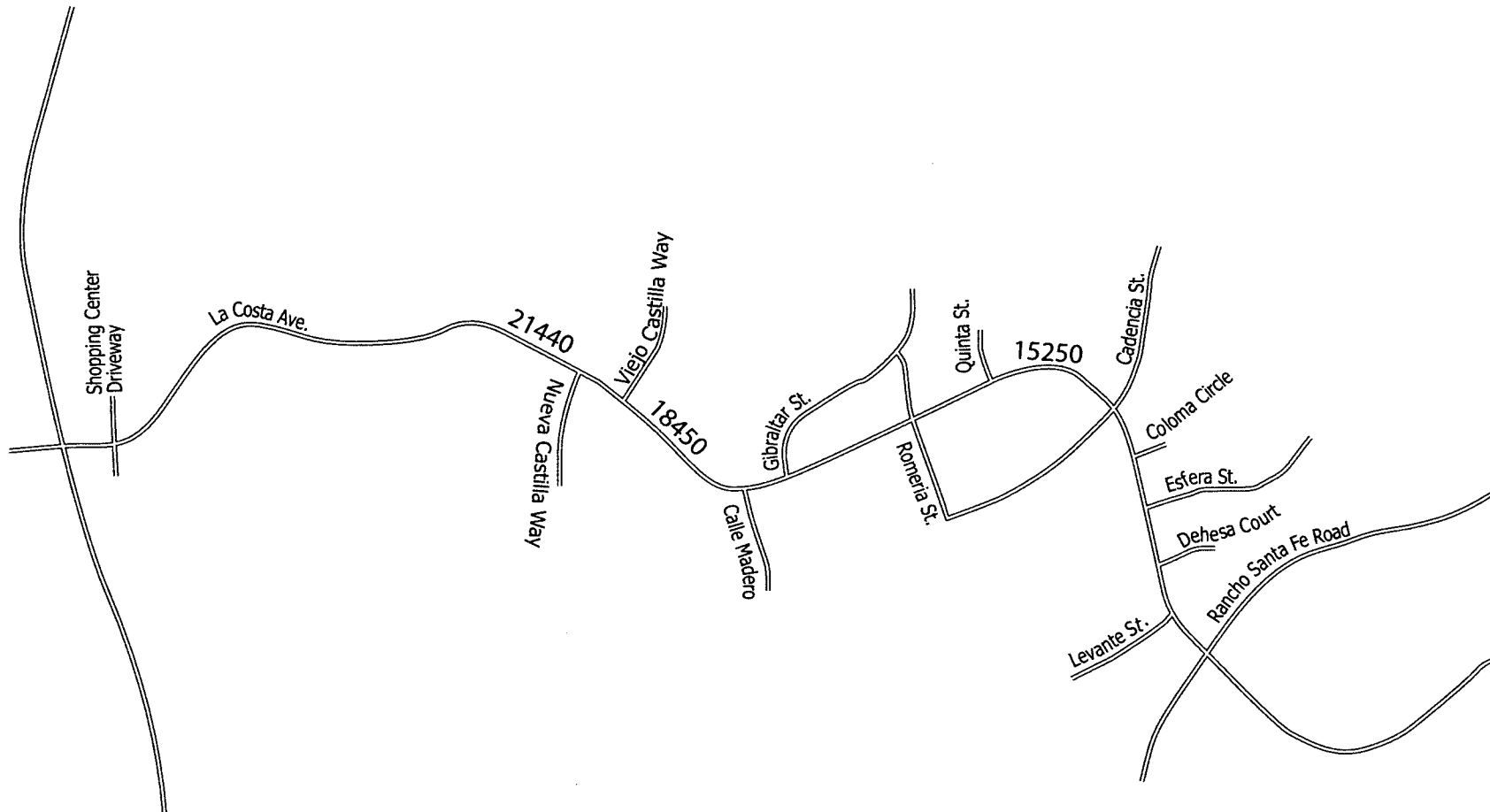
↑
N
Not To Scale



LEGEND
-15/16- AM/PM Peak Hour Traffic

Figure 4
Existing AM & PM Peak Hour Segment Volumes

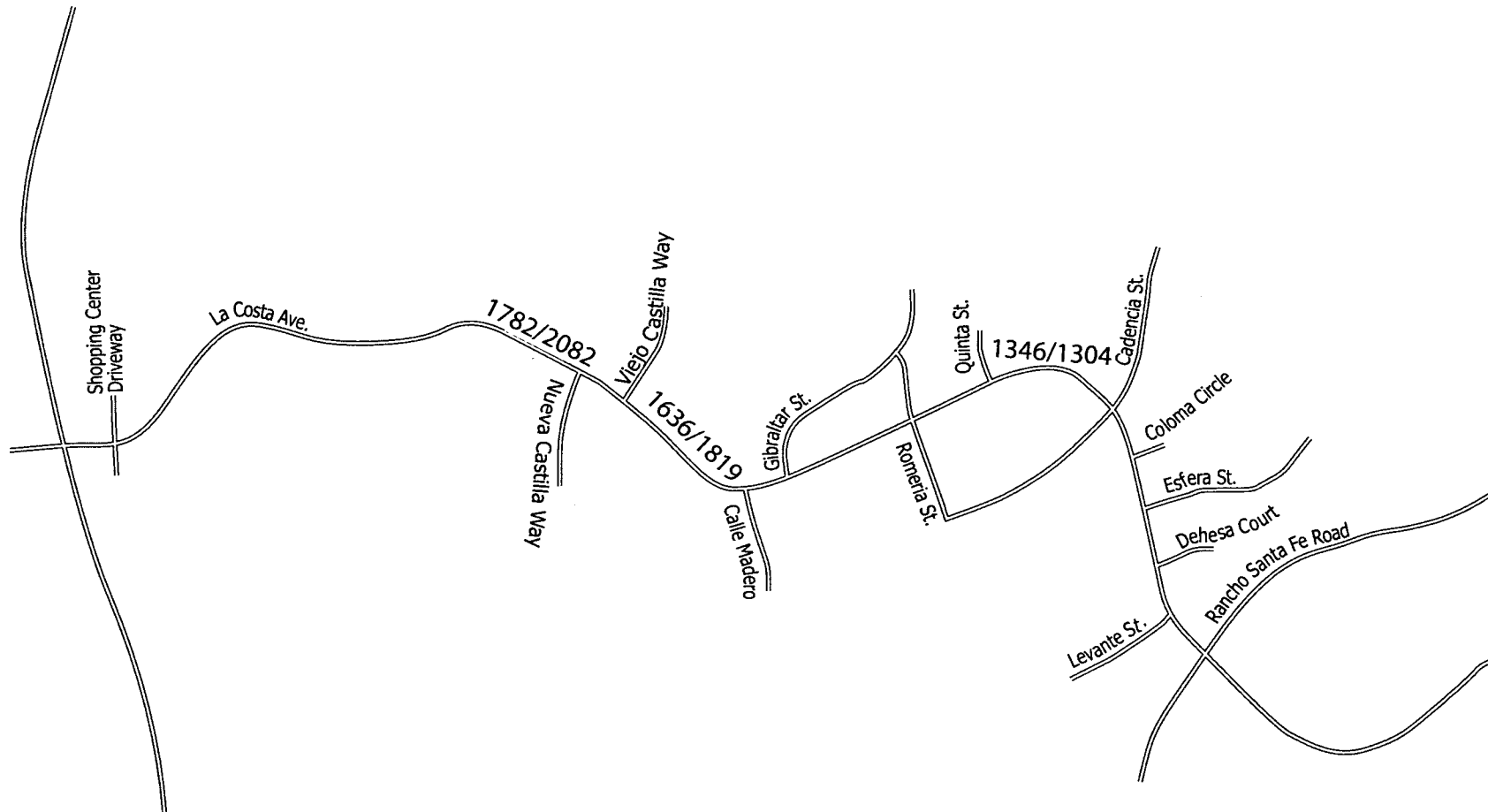
↑
N
Not To Scale



LEGEND	
—15—	Average Daily Traffic

Figure 5
2030 Roadway Segment Average Daily Traffic

↑
N
Not To Scale



LEGEND
-15/16- AM/PM Peak Hour Traffic

Figure 6
2030 AM & PM Peak Hour Segment Volumes

↑
N
Not To Scale

**Attachment B:
Counts**

Growth Rate 1.20

Corridor					ACCURAL COUNTS										Growth Rate 1.20										
					HISTORIC VOLUME	EXISTING Lane Configuration				Improvement Plan				2030		2030 FORECAST					Improvement Plan				
						LANES	CAPACITY	VOL/CAP	LOS	LANES	CAPACITY	VOL/CAP	LOS	VOLUME	LANES	CAPACITY	VOL/CAP	LOS	LANES	CAPACITY	VOL/CAP	LOS			
WEST OF NUEVA CASTILLA WAY					EXISTING				Road Diet						EXISTING					Road Diet					
DATE	DAY	DIR	PEAK TIME		VOLUME	LANES	CAPACITY	VOL/CAP	LOS	LANES	CAPACITY	VOL/CAP	LOS	VOLUME	LANES	CAPACITY	VOL/CAP	LOS	LANES	CAPACITY	VOL/CAP	LOS			
5/25/2010	TU	EB	AM PEAK	7:15 - 8:15	502	2	3600	0.14	A	1	1800	0.28	A	602	2	3600	0.17	A	1	1800	0.33	A			
5/25/2010	TU	WB	PM PEAK	5:00-6:00	1111	2	3600	0.31	A	1	1800	0.62	B	1333	2	3600	0.37	A	1	1800	0.74	D			
			AM PEAK	7:15 - 8:15	983	2	3600	0.27	A	1	1800	0.55	A	1180	2	3600	0.33	A	1	1800	0.66	C			
			PM PEAK	2:30-3:30	624	2	3600	0.17	A	1	1800	0.35	A	749	2	3600	0.21	A	1	1800	0.42	A			
AM TOTAL					1485									1782											
PM TOTAL					1735									2082											
WEST OF CALLE MADERO					EXISTING				Road Diet						EXISTING					Road Diet					
DATE	DAY	DIR	PEAK TIME		VOLUME	LANES	CAPACITY	VOL/CAP	LOS	LANES	CAPACITY	VOL/CAP	LOS	VOLUME	LANES	CAPACITY	VOL/CAP	LOS	LANES	CAPACITY	VOL/CAP	LOS			
5/25/2010	TU	EB	AM PEAK	7:00 - 8:00	525	2	3600	0.15	A	1	1800	0.29	A	630	2	3600	0.18	A	1	1800	0.35	A			
5/25/2010	TU	WB	PM PEAK	5:00-6:00	935	2	3600	0.26	A	1	1800	0.52	A	1122	2	3600	0.31	A	1	1800	0.62	A			
			AM PEAK	7:15 - 8:15	838	2	3600	0.23	A	1	1800	0.47	A	1006	2	3600	0.28	A	1	1800	0.56	B			
			PM PEAK	2:30-3:30	581	2	3600	0.16	A	1	1800	0.32	A	697	2	3600	0.19	A	1	1800	0.39	A			
AM TOTAL					1363									1636											
PM TOTAL					1516									1819											
WEST OF CADENCIA					EXISTING				Road Diet						EXISTING					Road Diet					
DATE	DAY	DIR	PEAK TIME		VOLUME	LANES	CAPACITY	VOL/CAP	LOS	LANES	CAPACITY	VOL/CAP	LOS	VOLUME	LANES	CAPACITY	VOL/CAP	LOS	LANES	CAPACITY	VOL/CAP	LOS			
5/19/2011	W	EB	AM PEAK	7:00 - 8:00	445	1	1800	0.25	A	1	1800	0.25	A	534	1	1800	0.30	A	1	1800	0.30	A			
5/19/2011	W	WB	PM PEAK	5:00-6:00	629	1	1800	0.35	A	1	1800	0.35	A	755	1	1800	0.42	B	1	1800	0.42	B			
			AM PEAK	7:00 - 8:00	677	2	3600	0.19	A	1	1800	0.38	A	812	2	3600	0.23	A	1	1800	0.45	A			
			PM PEAK	3:00-4:00	458	2	3600	0.13	A	1	1800	0.25	A	550	2	3600	0.15	A	1	1800	0.31	A			
AM TOTAL					1122									1346											
PM TOTAL					1087									1304											

Daily Traffic	Existing	2030
	ADT	ADT
WEST OF NUEVA CASTILLA WAY	17869	21443
WEST OF CALLE MADERO	15371	18445
WEST OF CADENCIA	12708	15250

Site Name La Costa Avenue~350' w/o Nueva Castilla Way
 Jurisdiction Carlsbad
 Study Type Volume (ch1)
 Location Code 1
 Direction East
 Date 5/24/2010
 Real Time 15:38
 Start Date 5/24/2010
 Start Time 16:00
 Sample Time 00:15
 Operator Number 77
 Machine Number 27442

Tuesday, May 25, 2010

Channel 1						Channel 2						Channel 1 + Channel 2					
HR Begin	HR					HR						HR					
	Total	00-15	15-30	30-45	45-00	Total	00-15	15-30	30-45	45-00		Total	00-15	15-30	30-45	45-00	
00	48	16	10	12	10												
01	29	7	6	7	9												
02	18	6	3	9	0												
03	6	3	1	1	1												
04	11	1	3	2	5												
05	52	3	6	19	24												
06	158	23	25	49	61												
07	493	90	163	136	104												
08	352	99	92	80	81												
09	348	82	94	73	99												
10	399	90	88	100	121												
11	412	110	106	94	102												
12	476	121	136	104	115												
13	517	103	115	143	156												
14	605	128	160	169	148												
15	708	175	190	155	188												
16	852	206	214	211	221												
17	1111	261	275	293	282												
18	872	197	281	206	188												
19	631	168	156	168	139												
20	468	136	118	105	109												
21	372	125	87	81	79												
22	203	56	51	54	42												
23	97	26	26	33	12												
	9238	Total					Total						Total				

Site Name La Costa Avenue~465' w/o Nueva Castilla Way
 Jurisdiction Carlsbad
 Study Type Volume (ch1)
 Location Code 3
 Direction West
 Date 5/24/2010
 Real Time 15:51
 Start Date 5/24/2010
 Start Time 16:00
 Sample Time 00:15
 Operator Number 77
 Machine Number 17341

Tuesday, May 25, 2010

Channel 1						Channel 2						Channel 1 + Channel 2					
HR	HR					HR						HR					
Begin	Total	00-15	15-30	30-45	45-00	Total	00-15	15-30	30-45	45-00		Total	00-15	15-30	30-45	45-00	
00	16	9	4	2	1												
01	12	4	4	2	2												
02	4	1	1	1	1												
03	6	0	2	2	2												
04	62	9	17	13	23												
05	175	22	43	48	62												
06	533	97	114	152	170												
07	935	185	234	275	241												
08	815	233	206	203	173												
09	585	155	132	161	137												
10	476	110	126	122	118												
11	455	115	94	121	125												
12	492	135	133	116	108												
13	469	115	97	140	117												
14	546	85	123	162	176												
15	548	150	136	128	134												
16	547	134	138	148	127												
17	583	150	143	153	137												
18	456	133	105	99	119												
19	364	99	89	90	86												
20	244	49	68	67	60												
21	186	45	47	48	46												
22	78	32	15	16	15												
23	44	16	6	9	13												
	8631	Total					Total						Total				

Site Name La Costa Avenue~545' e/o Viejo Castilla Way
 Jurisdiction Carlsbad
 Study Type Volume (ch1)
 Location Code 2
 Direction East
 Date 5/24/2010
 Real Time 15:43
 Start Date 5/24/2010
 Start Time 16:00
 Sample Time 00:15
 Operator Number 77
 Machine Number 105329

Tuesday, May 25, 2010

Channel 1						Channel 2					Channel 1 + Channel 2				
HR	HR					HR					HR				
Begin	Total	00-15	15-30	30-45	45-00	Total	00-15	15-30	30-45	45-00	Total	00-15	15-30	30-45	45-00
00	48	21	10	9	8										
01	26	6	6	6	8										
02	16	6	2	8	0										
03	4	2	1	0	1										
04	9	0	2	2	5										
05	52	4	7	15	26										
06	155	21	24	46	64										
07	525	97	175	149	104										
08	331	96	90	73	72										
09	312	76	77	70	89										
10	343	81	68	92	102										
11	342	92	91	74	85										
12	390	101	107	84	98										
13	405	82	95	104	124										
14	527	101	140	149	137										
15	594	147	152	133	162										
16	732	175	180	186	191										
17	935	222	228	251	234										
18	711	172	220	170	149										
19	510	138	123	123	126										
20	373	114	95	94	70										
21	296	98	68	65	65										
22	167	47	43	41	36										
23	89	25	24	30	10										
	7892	Total					Total					Total			

Site Name La Costa Avenue~545' e/o Viejo Castilla Way
 Jurisdiction Carlsbad
 Study Type Volume (ch1)
 Location Code 2
 Direction West
 Date 5/24/2010
 Real Time 15:46
 Start Date 5/24/2010
 Start Time 16:00
 Sample Time 00:15
 Operator Number 77
 Machine Number 98242

Tuesday, May 25, 2010

HR Begin	Channel 1					Channel 2					Channel 1 + Channel 2				
	HR Total	00-15	15-30	30-45	45-00	HR Total	00-15	15-30	30-45	45-00	HR Total	00-15	15-30	30-45	45-00
00	18	11	5	1	1										
01	11	4	4	1	2										
02	4	1	1	1	1										
03	7	1	1	1	4										
04	55	8	12	12	23										
05	149	23	33	36	57										
06	457	86	102	123	146										
07	802	167	196	230	209										
08	681	203	172	166	140										
09	485	140	110	122	113										
10	395	96	102	101	96										
11	381	88	73	111	109										
12	411	114	108	95	94										
13	400	93	80	124	103										
14	492	72	100	154	166										
15	482	134	127	98	123										
16	490	122	119	129	120										
17	539	139	128	151	121										
18	428	119	101	97	111										
19	295	79	79	73	64										
20	199	40	55	49	55										
21	183	44	51	46	42										
22	77	30	13	19	15										
23	38	18	3	8	9										
	7479 Total														
						Total					Total				

Day: THURSDAY
Date: 5/19/11

Classification Report / Prepared by: National Data & Surveying Services
Location: La Costa Ave btwn Quinta St & Cadencia St

City: Carlsbad
Project #: 11-4145-002e

East Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	32	3	0	0	0	0	0	0	0	0	0	0	35
01:00	0	16	1	0	1	0	0	0	0	0	0	0	0	18
02:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
05:00	0	34	5	0	3	0	0	0	0	0	0	0	0	42
06:00	0	134	27	0	9	0	0	0	1	0	0	0	0	171
07:00	1	369	50	1	20	1	0	1	2	0	0	0	0	445
08:00	0	236	60	2	15	0	0	0	4	0	0	0	0	317
09:00	2	234	41	0	9	0	0	0	0	0	0	0	0	286
10:00	1	199	34	2	12	0	0	0	1	0	0	0	0	249
11:00	0	241	47	2	8	0	0	0	2	0	0	0	0	300
12:00 PM	3	302	61	0	20	2	0	0	1	0	0	0	0	389
13:00	2	275	49	2	10	2	0	0	2	0	0	0	0	342
14:00	3	361	70	0	18	0	0	0	2	0	0	0	0	454
15:00	0	408	53	0	18	1	0	0	1	0	0	0	0	481
16:00	2	475	79	0	17	1	0	0	5	0	0	0	0	579
17:00	5	536	66	1	19	1	0	0	1	0	0	0	0	629
18:00	0	492	59	0	9	0	0	0	1	0	0	0	0	561
19:00	3	375	36	0	7	0	0	0	0	0	0	0	0	421
20:00	0	281	33	0	4	0	0	0	0	0	0	0	0	318
21:00	0	165	29	0	3	0	0	0	0	0	0	0	0	197
22:00	0	105	16	0	5	0	0	0	0	0	0	0	0	126
23:00	0	58	8	0	3	0	0	0	0	0	0	0	0	69
Totals	22	5344	830	10	210	8		1	23					6448
% of Totals	0%	83%	13%	0%	3%	0%		0%	0%					100%
% AM	4	1511	271	7	77	1	0	1	10	0	0	0	0	1882
	0%	23%	4%	0%	1%	0%		0%	0%					29%
AM Peak Hour	09:00	07:00	08:00	08:00	07:00	07:00		07:00	08:00					07:00
Volume	2	369	60	2	20	1		1	4					445
	18	3833	559	3	133	7	0	0	13	0	0	0	0	4566
% PM	0%	59%	9%	0%	2%	0%			0%					71%
PM Peak Hour	17:00	17:00	16:00	13:00	12:00	12:00			16:00					17:00
Volume	5	536	79	2	20	2			5					629
Directional Peak Periods														
All Classes														
	AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes	
	Volume		%		Volume		%		Volume		%	Volume	%	
	762	↔	12%		731	↔	11%		1208	↔	19%	3747	↔	58%

Day: THURSDAY
Date: 5/19/11

Classification Report / Prepared by: National Data & Surveying Services
Location: La Costa Ave btwn Quinta St & Cadencia St

City: Carlsbad
Project #: 11-4145-002w

West Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	13	4	0	0	0	0	0	0	0	0	0	0	17
01:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
02:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
03:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17
04:00	0	29	6	0	0	0	0	0	0	0	0	0	0	35
05:00	0	100	18	0	1	0	0	0	0	0	0	0	0	119
06:00	4	295	37	1	12	0	0	0	3	0	0	0	0	352
07:00	7	570	77	0	15	2	0	0	6	0	0	0	0	677
08:00	3	432	66	1	12	3	0	0	3	0	0	0	0	520
09:00	1	334	41	0	17	2	0	0	1	0	0	0	0	396
10:00	3	308	30	0	12	1	0	0	4	0	0	0	0	358
11:00	1	240	36	0	13	0	0	0	2	0	0	0	0	292
12:00 PM	4	274	52	0	11	1	0	0	2	0	0	0	0	344
13:00	1	250	45	0	10	1	0	0	2	0	0	0	0	309
14:00	1	344	42	3	11	2	0	0	3	0	0	0	0	406
15:00	1	362	64	1	21	3	0	0	6	0	0	0	0	458
16:00	1	369	62	0	3	1	0	0	2	0	0	0	0	438
17:00	2	404	45	0	4	1	0	0	2	0	0	0	0	458
18:00	2	287	34	2	4	1	0	0	1	0	0	0	0	331
19:00	0	217	15	0	1	1	0	0	1	0	0	0	0	235
20:00	1	199	14	0	2	1	0	0	0	0	0	0	0	217
21:00	0	128	17	0	1	0	0	0	0	0	0	0	0	146
22:00	0	74	10	0	1	1	0	0	0	0	0	0	0	86
23:00	0	22	7	0	1	0	0	0	0	0	0	0	0	30
Totals	32	5283	726	8	152	21			38					6260
% of Totals	1%	84%	12%	0%	2%	0%			1%					100%
% AM	19	2353	319	2	82	8	0	0	19	0	0	0	0	2802
AM Peak Hour	07:00	07:00	07:00	06:00	09:00	08:00			0%					45%
Volume	7	570	77	1	17	3			6					677
% PM	13	2930	407	6	70	13	0	0	19	0	0	0	0	3458
PM Peak Hour	12:00	17:00	15:00	14:00	15:00	15:00			0%					55%
Volume	4	404	64	3	21	3			6					458

Directional Peak Periods		AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes		Volume	%	Volume	%	Volume	%	Volume	%
		1197	19%	653	10%	896	14%	3514	56%

00

Day: THURSDAY
Date: 5/19/11

Classification Report / Prepared by: National Data & Surveying Services
Location: La Costa Ave btwn Quinta St & Cadencia St

City: Carlsbad
Project #: 11-4145-002

SUMMARY

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	45	7	0	0	0	0	0	0	0	0	0	0	52
01:00	0	23	2	0	1	0	0	0	0	0	0	0	0	26
02:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19
03:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21
04:00	0	34	8	0	0	0	0	0	0	0	0	0	0	42
05:00	0	134	23	0	4	0	0	0	0	0	0	0	0	161
06:00	4	429	64	1	21	0	0	0	4	0	0	0	0	523
07:00	8	939	127	1	35	3	0	1	8	0	0	0	0	1122
08:00	3	668	126	3	27	3	0	0	7	0	0	0	0	837
09:00	3	568	82	0	26	2	0	0	1	0	0	0	0	682
10:00	4	507	64	2	24	1	0	0	5	0	0	0	0	607
11:00	1	481	83	2	21	0	0	0	4	0	0	0	0	592
12:00 PM	7	576	113	0	31	3	0	0	3	0	0	0	0	733
13:00	3	525	94	2	20	3	0	0	4	0	0	0	0	651
14:00	4	705	112	3	29	2	0	0	5	0	0	0	0	860
15:00	1	770	117	1	39	4	0	0	7	0	0	0	0	939
16:00	3	844	141	0	20	2	0	0	7	0	0	0	0	1017
17:00	7	940	111	1	23	2	0	0	3	0	0	0	0	1087
18:00	2	779	93	2	13	1	0	0	2	0	0	0	0	892
19:00	3	592	51	0	8	1	0	0	1	0	0	0	0	656
20:00	1	480	47	0	6	1	0	0	0	0	0	0	0	535
21:00	0	293	46	0	4	0	0	0	0	0	0	0	0	343
22:00	0	179	26	0	6	1	0	0	0	0	0	0	0	212
23:00	0	80	15	0	4	0	0	0	0	0	0	0	0	99
Totals	54	10627	1556	18	362	29		1	61					12708
% of Totals	0%	84%	12%	0%	3%	0%		0%	0%					100%
% AM	23	3864	590	9	159	9	0	1	29	0	0	0	0	4684
	0%	30%	5%	0%	1%	0%		0%	0%					37%
AM Peak Hour	07:00	07:00	07:00	08:00	07:00	07:00		07:00	07:00					07:00
Volume	8	939	127	3	35	3		1	8					1122
% PM	31	6763	966	9	203	20	0	0	32	0	0	0	0	8024
	0%	53%	8%	0%	2%	0%			0%					63%
PM Peak Hour	12:00	17:00	16:00	14:00	15:00	15:00			15:00					17:00
Volume	7	940	141	3	39	4			7					1087
Peak Period Totals														
AM 7-9					NOON 12-2					PM 4-6			Off Peak Volumes	
Volume		%		Volume		%		Volume		%		Volume		%
1959		15%		1384		11%		2104		17%		7261		57%

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_4144_001

Day: THURSDAY

City: City of Carlsbad

Date: 5/19/2011

Date: 5/19/2011

NS/EW Streets:		PM												
		Nueva Castilla Way			Nueva Castilla Way			La Costa Ave			La Costa Ave			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 0	NT 1	NR 0	SL 0	ST 0	SR 0	EL 0	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
	4:00 PM	10		0					178	9	3	154		354
	4:15 PM	7		6					192	15	2	146		368
	4:30 PM	9		3					194	19	0	117		342
	4:45 PM	7		1					204	11	0	119		342
	5:00 PM	5		1					203	16	5	115		345
	5:15 PM	5		3					235	19	4	130		396
	5:30 PM	9		6					207	22	3	152		399
	5:45 PM	8		1					185	20	7	116		337
TOTAL VOLUMES :		NL 60	NT 0	NR 21	SL 0	ST 0	SR 0	EL 0	ET 1598	ER 131	WL 24	WT 1049	WR 0	TOTAL 2883
APPROACH %'s :		74.07%	0.00%	25.93%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	92.42%	7.58%	2.24%	97.76%	0.00%	
PEAK HR START TIME :		445 PM												TOTAL
PEAK HR VOL :		26	0	11	0	0	0	0	849	68	12	516	0	1482
PEAK HR FACTOR :		0.617			0.000			0.903			0.852			0.929

CONTROL : 1-Way Stop (NB)

ITM Peak Hour Summary

Prepared by:

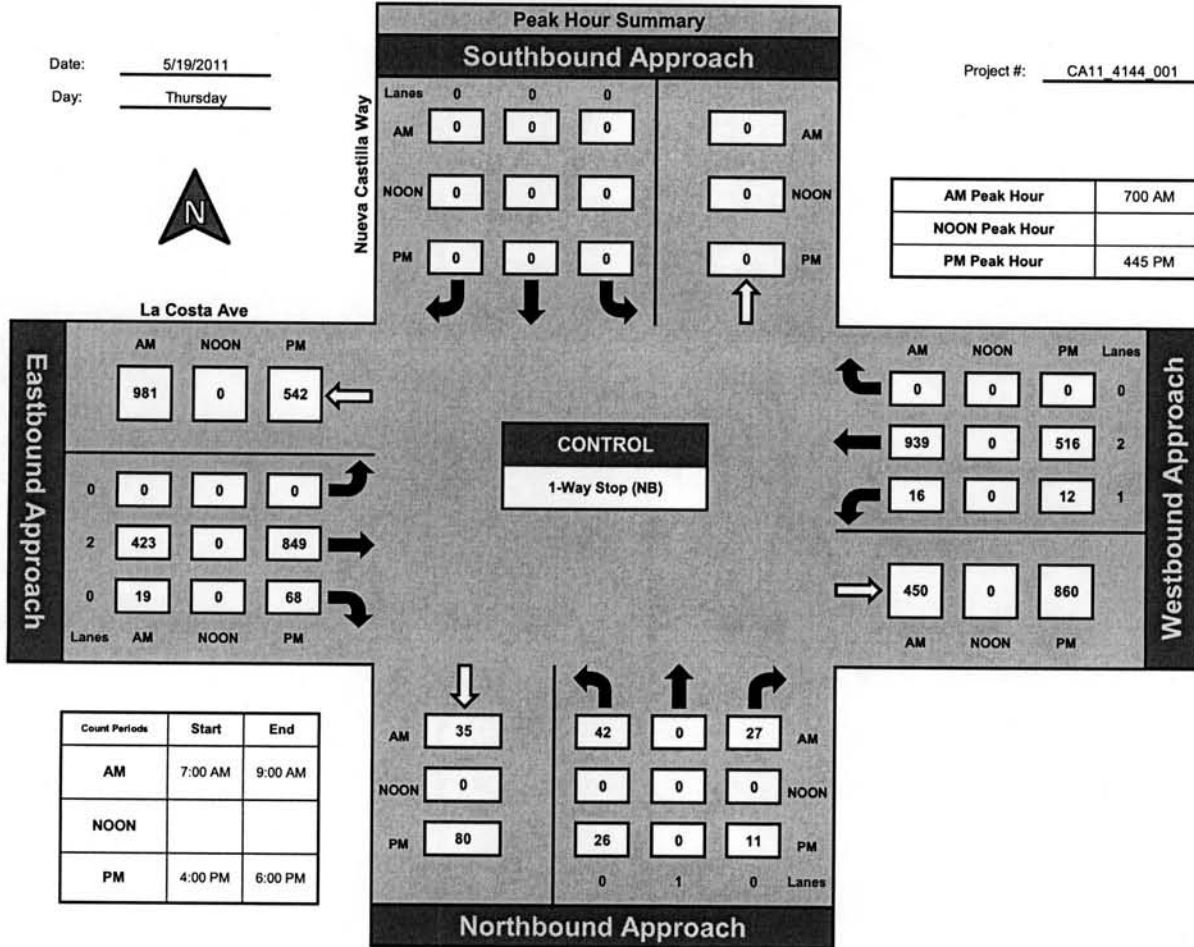


National Data & Surveying Services

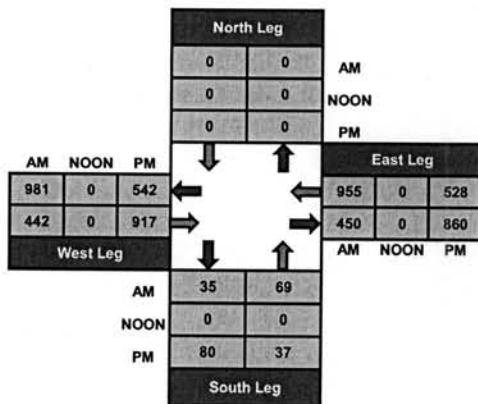
Nueva Castilla Way and La Costa Ave, City of Carlsbad

Date: 5/19/2011
Day: Thursday

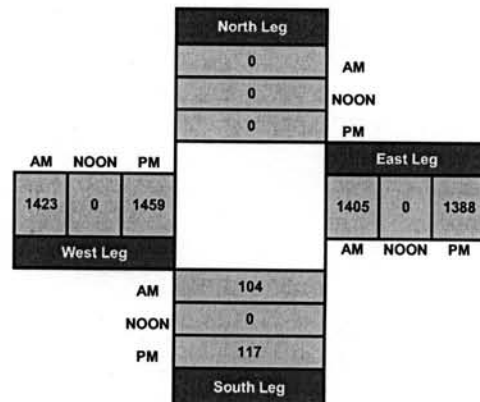
Project #: CA11 4144 001



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_4144_002

Day: THURSDAY

City: City of Carlsbad

Date: 5/19/2011

AM													
NS/EW Streets:	Viejo Castilla Way			Viejo Castilla Way			La Costa Ave			La Costa Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
7:00 AM				8		34	5	113			174	1	335
7:15 AM				18		23	6	148			216	6	417
7:30 AM				8		21	7	73			248	4	361
7:45 AM				10		24	3	97			215	4	353
8:00 AM				3		24	4	78			189	6	304
8:15 AM				4		28	5	60			167	2	266
8:30 AM				5		31	3	88			155	3	285
8:45 AM				5		30	6	76			148	1	266
TOTAL VOLUMES :	NL 0	NT 0	NR 0	SL 61	ST 0	SR 215	EL 39	ET 733	ER 0	WL 0	WT 1512	WR 27	TOTAL 2587
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	22.10%	0.00%	77.90%	5.05%	94.95%	0.00%	0.00%	98.25%	1.75%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	0	0	0	44	0	102	21	431	0	0	853	15	1466
PEAK HR FACTOR :	0.000			0.869			0.734			0.861			0.879

CONTROL : 1-Way Stop (SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_4144_002

Day: THURSDAY

City: City of Carlsbad

Date: 5/19/2011

Date: 6/19/2011

PM

NS/EW Streets:	Viejo Castilla Way			Viejo Castilla Way			La Costa Ave			La Costa Ave			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	LANES:	NL 0	NT 0	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 0	WT 2	
4:00 PM				4		11	23	158			143	8	347
4:15 PM				1		17	17	185			133	3	356
4:30 PM				5		10	20	174			106	2	317
4:45 PM				1		9	18	188			109	7	332
5:00 PM				4		15	14	188			104	10	335
5:15 PM				2		9	25	211			125	14	386
5:30 PM				5		16	22	193			136	7	379
5:45 PM				5		18	22	163			108	6	322
TOTAL VOLUMES :	NL 0	NT 0	NR 0	SL 27	ST 0	SR 105	EL 161	ET 1460	ER 0	WL 0	WT 964	WR 57	TOTAL 2774
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	20.45%	0.00%	79.55%	9.93%	90.07%	0.00%	0.00%	94.42%	5.58%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	0	0	12	0	49	79	780	0	0	474	38	1432
PEAK HR FACTOR :	0.000			0.726			0.910			0.895			0.927

CONTROL : 1-Way Stop (SB)

ITM Peak Hour Summary

Prepared by:

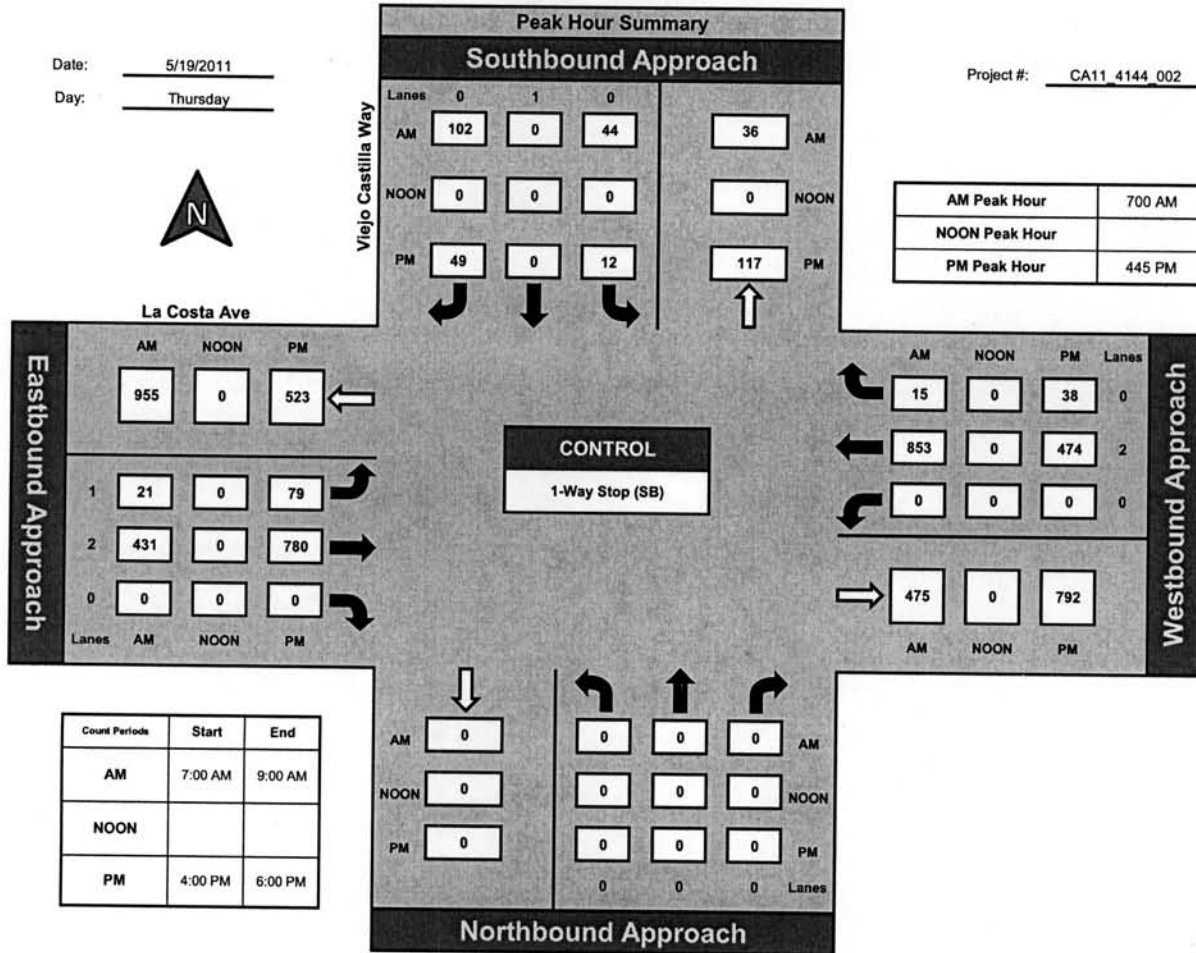


National Data & Surveying Services

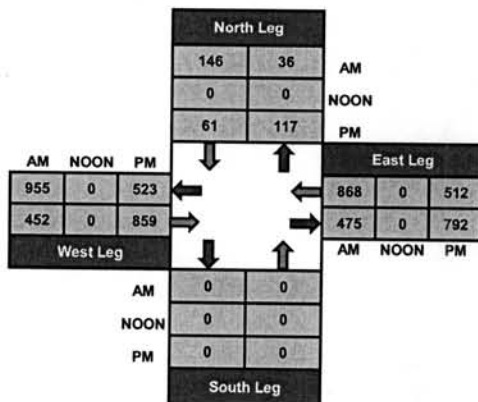
Viejo Castilla Way and La Costa Ave, City of Carlsbad

Date: 5/19/2011
Day: Thursday

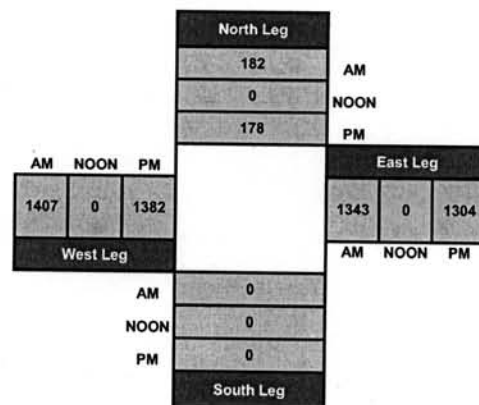
Project #: CA11 4144 002



Total Ins & Outs



Total Volume Per Leg



True Count
4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 1175.01.LA COSTA AVE.ROMERIA ST
Site Code : 00000000
Start Date : 7/6/2011
Page No : 1

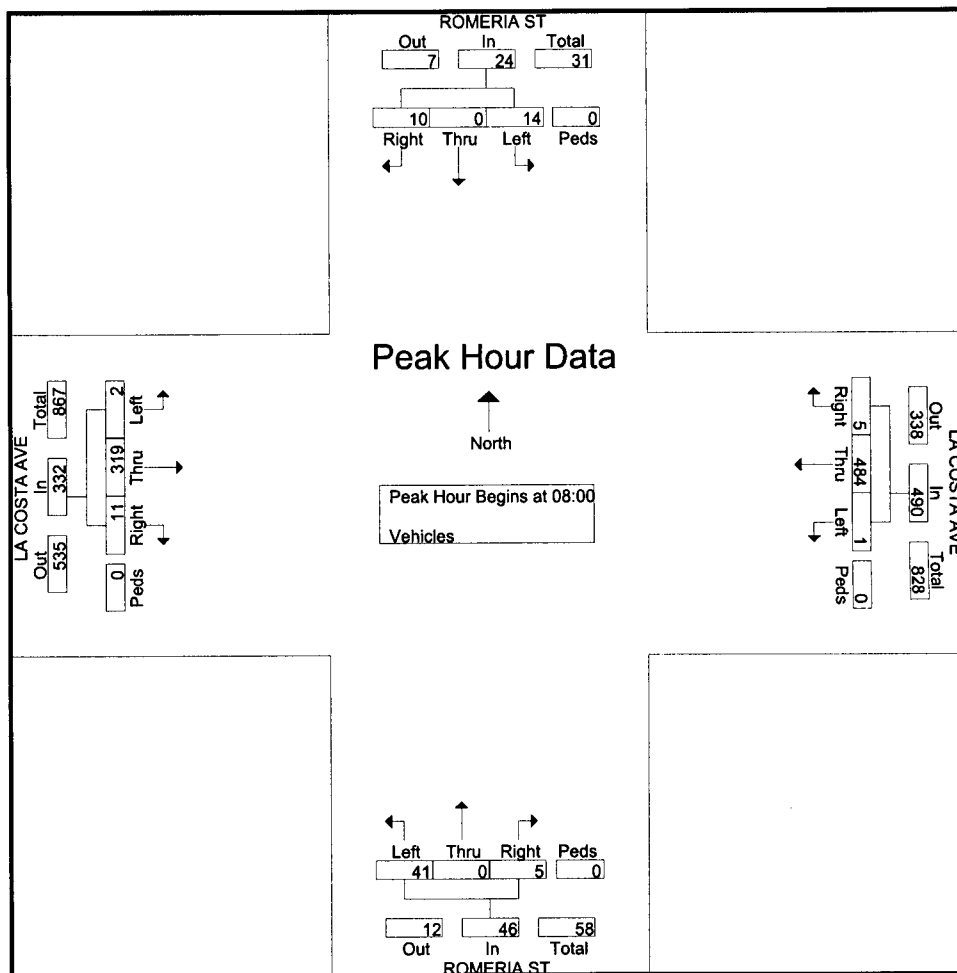
Groups Printed- Vehicles

Start Time	ROMERIA ST Southbound				LA COSTA AVE Westbound				ROMERIA ST Northbound				LA COSTA AVE Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	2	0	1	0	1	131	0	0	6	0	2	0	1	39	2	0	185
07:15	3	0	4	0	0	118	2	0	11	0	1	0	1	59	3	0	202
07:30	4	0	4	0	0	146	1	0	14	0	1	0	0	58	5	0	233
07:45	1	0	1	0	0	160	0	0	12	0	0	0	0	75	3	0	252
Total	10	0	10	0	1	555	3	0	43	0	4	0	2	231	13	0	872
08:00	5	0	2	0	0	107	0	0	13	0	0	0	2	66	1	0	196
08:15	1	0	3	0	0	119	3	0	9	0	0	0	0	67	2	0	204
08:30	1	0	3	0	1	126	1	0	9	0	3	0	0	79	4	0	227
08:45	7	0	2	0	0	132	1	0	10	0	2	0	0	107	4	0	265
Total	14	0	10	0	1	484	5	0	41	0	5	0	2	319	11	0	892
*** BREAK ***																	
16:00	1	0	0	0	0	117	3	0	8	0	1	0	2	132	4	0	268
16:15	1	0	2	0	2	79	1	0	7	0	4	0	0	154	10	0	260
16:30	4	0	1	0	0	89	2	0	9	1	2	0	0	161	6	0	275
16:45	1	1	5	0	0	85	5	0	14	0	4	0	3	151	14	0	283
Total	7	1	8	0	2	370	11	0	38	1	11	0	5	598	34	0	1086
17:00	6	2	0	0	1	87	5	0	6	0	5	0	1	162	9	0	284
17:15	2	0	4	0	0	120	5	0	8	0	1	0	4	169	7	0	320
17:30	2	0	1	0	1	78	5	0	8	1	6	0	2	160	12	0	276
17:45	1	0	4	0	0	84	5	0	13	0	4	0	4	175	11	0	301
Total	11	2	9	0	2	369	20	0	35	1	16	0	11	666	39	0	1181
Grand Total	42	3	37	0	6	1778	39	0	157	2	36	0	20	1814	97	0	4031
Apprch %	51.2	3.7	45.1	0	0.3	97.5	2.1	0	80.5	1	18.5	0	1	93.9	5	0	
Total %	1	0.1	0.9	0	0.1	44.1	1	0	3.9	0	0.9	0	0.5	45	2.4	0	

True Count
4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 1175.01.LA COSTA AVE.ROMERIA ST
Site Code : 00000000
Start Date : 7/6/2011
Page No : 2

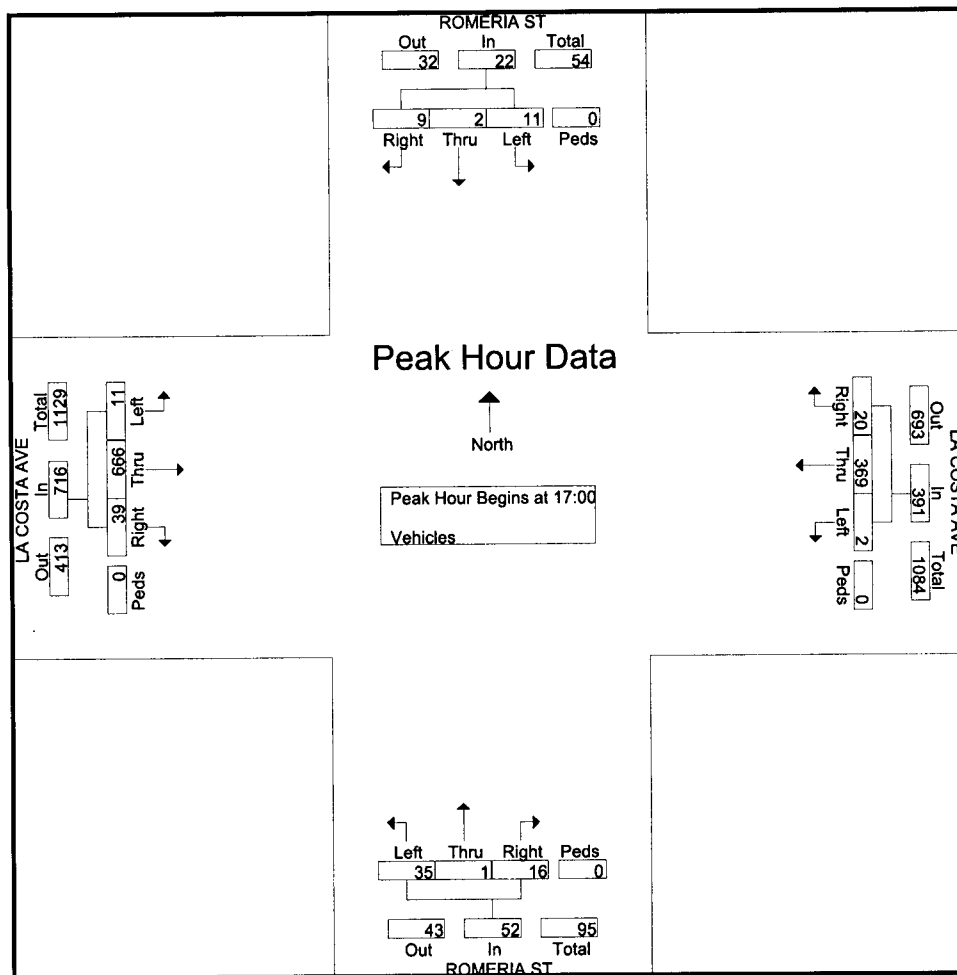
	ROMERIA ST Southbound					LA COSTA AVE Westbound					ROMERIA ST Northbound					LA COSTA AVE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	5	0	2	0	7	0	107	0	0	107	13	0	0	0	13	2	66	1	0	69	196
08:15	1	0	3	0	4	0	119	3	0	122	9	0	0	0	9	0	67	2	0	69	204
08:30	1	0	3	0	4	1	126	1	0	128	9	0	3	0	12	0	79	4	0	83	227
08:45	7	0	2	0	9	0	132	1	0	133	10	0	2	0	12	0	107	4	0	111	265
Total Volume	14	0	10	0	24	1	484	5	0	490	41	0	5	0	46	2	319	11	0	332	892
% App. Total	58.3	0	41.7	0		0.2	98.8	1	0		89.1	0	10.9	0		0.6	96.1	3.3	0		
PHF	.500	.000	.833	.000	.667	.250	.917	.417	.000	.921	.788	.000	.417	.000	.885	.250	.745	.688	.000	.748	.842



True Count
4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 1175.01.LA COSTA AVE.ROMERIA ST
Site Code : 00000000
Start Date : 7/6/2011
Page No : 3

	ROMERIA ST Southbound					LA COSTA AVE Westbound					ROMERIA ST Northbound					LA COSTA AVE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	6	2	0	0	8	1	87	5	0	93	6	0	5	0	11	1	162	9	0	172	284
17:15	2	0	4	0	6	0	120	5	0	125	8	0	1	0	9	4	169	7	0	180	320
17:30	2	0	1	0	3	1	78	5	0	84	8	1	6	0	15	2	160	12	0	174	276
17:45	1	0	4	0	5	0	84	5	0	89	13	0	4	0	17	4	175	11	0	190	301
Total Volume	11	2	9	0	22	2	369	20	0	391	35	1	16	0	52	11	666	39	0	716	1181
% App. Total	50	9.1	40.9	0		0.5	94.4	5.1	0		67.3	1.9	30.8	0		1.5	93	5.4	0		
PHF	.458	.250	.563	.000	.688	.500	.769	1.00	.000	.782	.673	.250	.667	.000	.765	.688	.951	.813	.000	.942	.923



True Count
4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 1175.02.LA COSTA AVE.CADENCIA ST
Site Code : 00000000
Start Date : 7/6/2011
Page No : 1

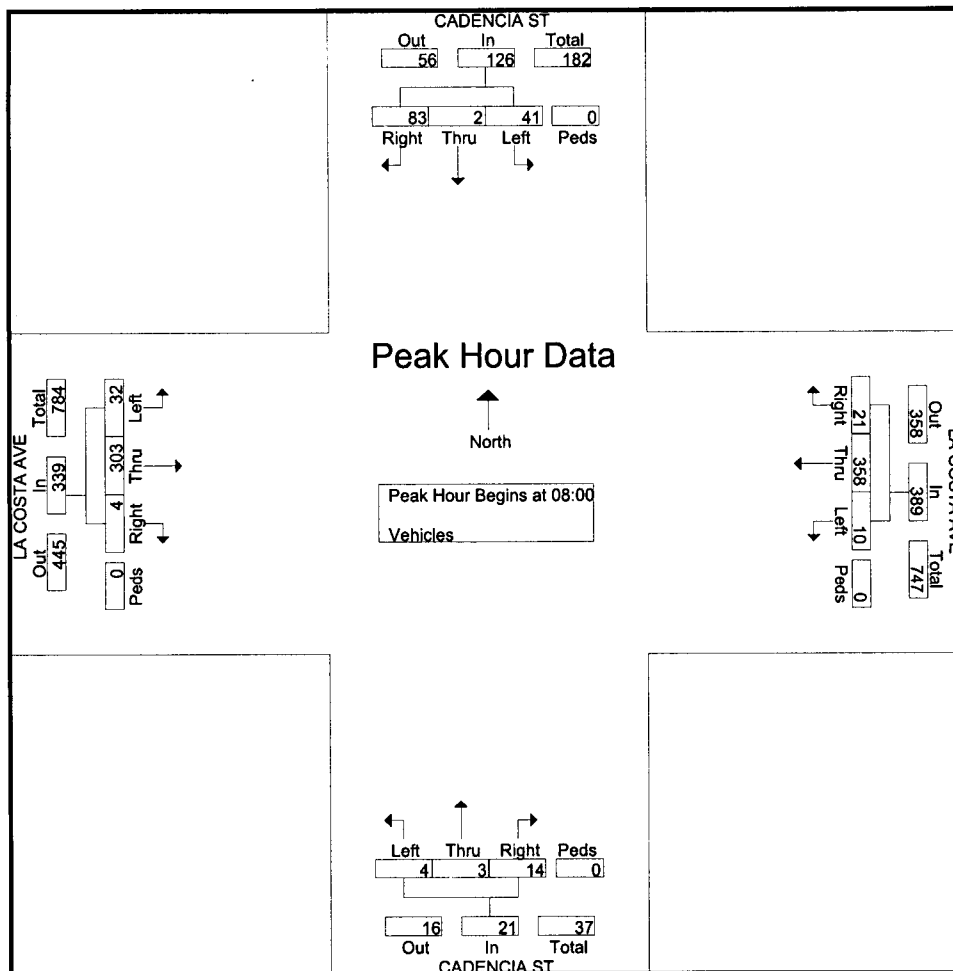
Groups Printed- Vehicles

Start Time	CADENCIA ST Southbound				LA COSTA AVE Westbound				CADENCIA ST Northbound				LA COSTA AVE Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	9	0	10	0	2	102	4	0	0	0	2	0	3	44	1	0	177
07:15	9	0	19	0	0	90	3	0	3	0	2	0	4	54	0	0	184
07:30	7	1	23	0	1	100	3	0	2	0	5	0	5	59	0	0	206
07:45	6	0	29	0	2	130	1	0	2	2	5	0	5	74	0	0	256
Total	31	1	81	0	5	422	11	0	7	2	14	0	17	231	1	0	823
08:00	7	0	23	0	2	72	5	0	0	1	6	0	8	63	2	0	189
08:15	7	0	16	0	0	94	6	0	0	1	3	0	6	61	1	0	195
08:30	11	1	23	0	6	99	1	0	1	1	2	0	6	81	1	0	233
08:45	16	1	21	0	2	93	9	0	3	0	3	0	12	98	0	0	258
Total	41	2	83	0	10	358	21	0	4	3	14	0	32	303	4	0	875
*** BREAK ***																	
16:00	6	0	13	0	3	88	17	0	1	0	1	0	8	109	1	0	247
16:15	8	2	12	0	4	66	9	0	0	4	4	0	13	127	4	0	253
16:30	8	0	13	0	6	72	6	0	2	2	1	0	13	110	2	0	235
16:45	12	4	11	0	2	68	9	0	1	2	3	0	14	123	4	0	253
Total	34	6	49	0	15	294	41	0	4	8	9	0	48	469	11	0	988
17:00	10	3	11	0	6	64	11	0	3	0	8	0	16	135	1	0	268
17:15	10	2	15	0	4	108	13	0	4	0	2	0	16	118	3	0	295
17:30	5	1	6	0	1	75	15	0	0	1	5	0	16	130	5	0	260
17:45	8	2	12	0	3	60	9	0	1	3	5	0	14	109	4	0	230
Total	33	8	44	0	14	307	48	0	8	4	20	0	62	492	13	0	1053
Grand Total	139	17	257	0	44	1381	121	0	23	17	57	0	159	1495	29	0	3739
Apprch %	33.7	4.1	62.2	0	2.8	89.3	7.8	0	23.7	17.5	58.8	0	9.4	88.8	1.7	0	
Total %	3.7	0.5	6.9	0	1.2	36.9	3.2	0	0.6	0.5	1.5	0	4.3	40	0.8	0	

True Count
4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 1175.02.LA COSTA AVE.CADENCIA ST
Site Code : 00000000
Start Date : 7/6/2011
Page No : 2

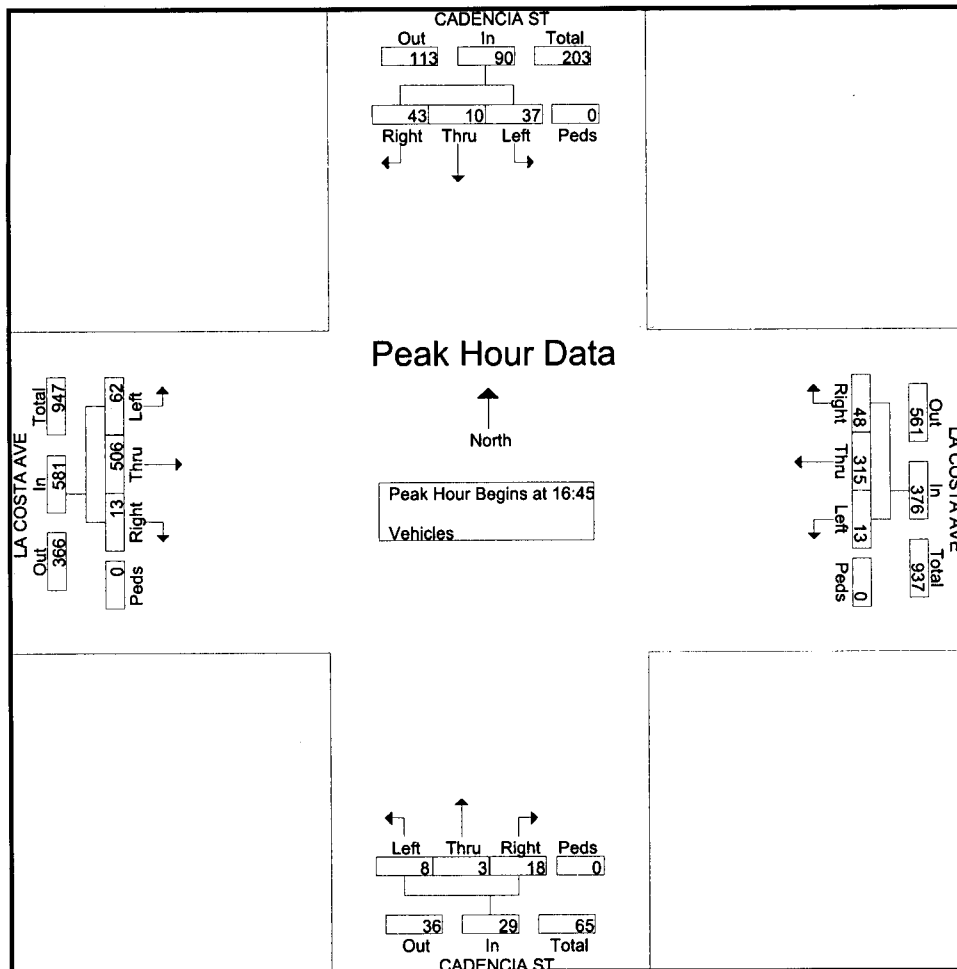
	CADENCIA ST Southbound					LA COSTA AVE Westbound					CADENCIA ST Northbound					LA COSTA AVE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	7	0	23	0	30	2	72	5	0	79	0	1	6	0	7	8	63	2	0	73	189
08:15	7	0	16	0	23	0	94	6	0	100	0	1	3	0	4	6	61	1	0	68	195
08:30	11	1	23	0	35	6	99	1	0	106	1	1	2	0	4	6	81	1	0	88	233
08:45	16	1	21	0	38	2	93	9	0	104	3	0	3	0	6	12	98	0	0	110	258
Total Volume	41	2	83	0	126	10	358	21	0	389	4	3	14	0	21	32	303	4	0	339	875
% App. Total	32.5	1.6	65.9	0		2.6	92	5.4	0		19	14.3	66.7	0		9.4	89.4	1.2	0		
PHF	.641	.500	.902	.000	.829	.417	.904	.583	.000	.917	.333	.750	.583	.000	.750	.667	.773	.500	.000	.770	.848



True Count
4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 1175.02.LA COSTA AVE.CADENCIA ST
Site Code : 00000000
Start Date : 7/6/2011
Page No : 3

	CADENCIA ST Southbound					LA COSTA AVE Westbound					CADENCIA ST Northbound					LA COSTA AVE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	12	4	11	0	27	2	68	9	0	79	1	2	3	0	6	14	123	4	0	141	253
17:00	10	3	11	0	24	6	64	11	0	81	3	0	8	0	11	16	135	1	0	152	268
17:15	10	2	15	0	27	4	108	13	0	125	4	0	2	0	6	16	118	3	0	137	295
17:30	5	1	6	0	12	1	75	15	0	91	0	1	5	0	6	16	130	5	0	151	260
Total	37	10	43	0	90	13	315	48	0	376	8	3	18	0	29	62	506	13	0	581	1076
% App. Total	41.1	11.1	47.8	0		3.5	83.8	12.8	0		27.6	10.3	62.1	0		10.7	87.1	2.2	0		
PHF	.771	.625	.717	.000	.833	.542	.729	.800	.000	.752	.500	.375	.563	.000	.659	.969	.937	.650	.000	.956	.912



ITM Peak Hour Summary

Prepared by:



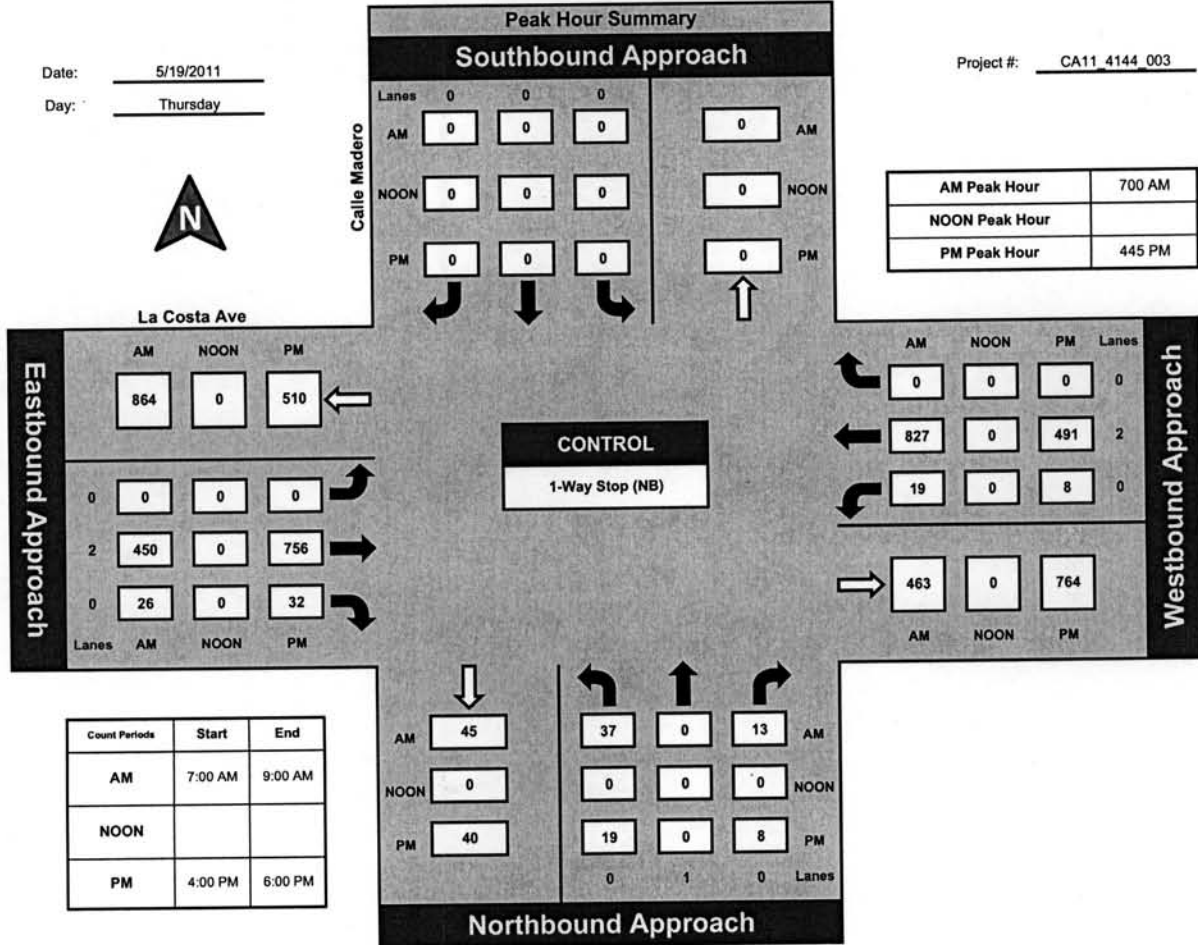
National Data & Surveying Services

Calle Madero and La Costa Ave, City of Carlsbad

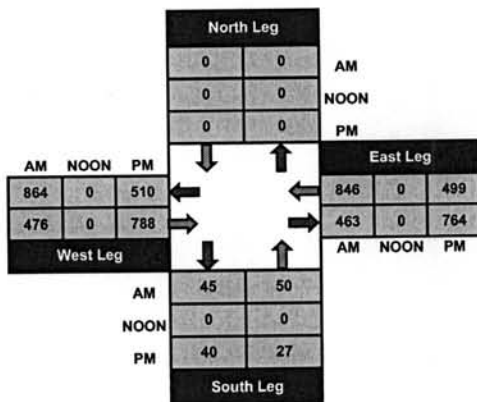
Date: 5/19/2011

Day: Thursday

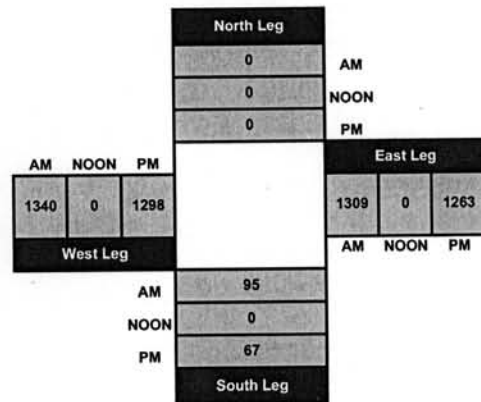
Project #: CA11 4144 003



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:



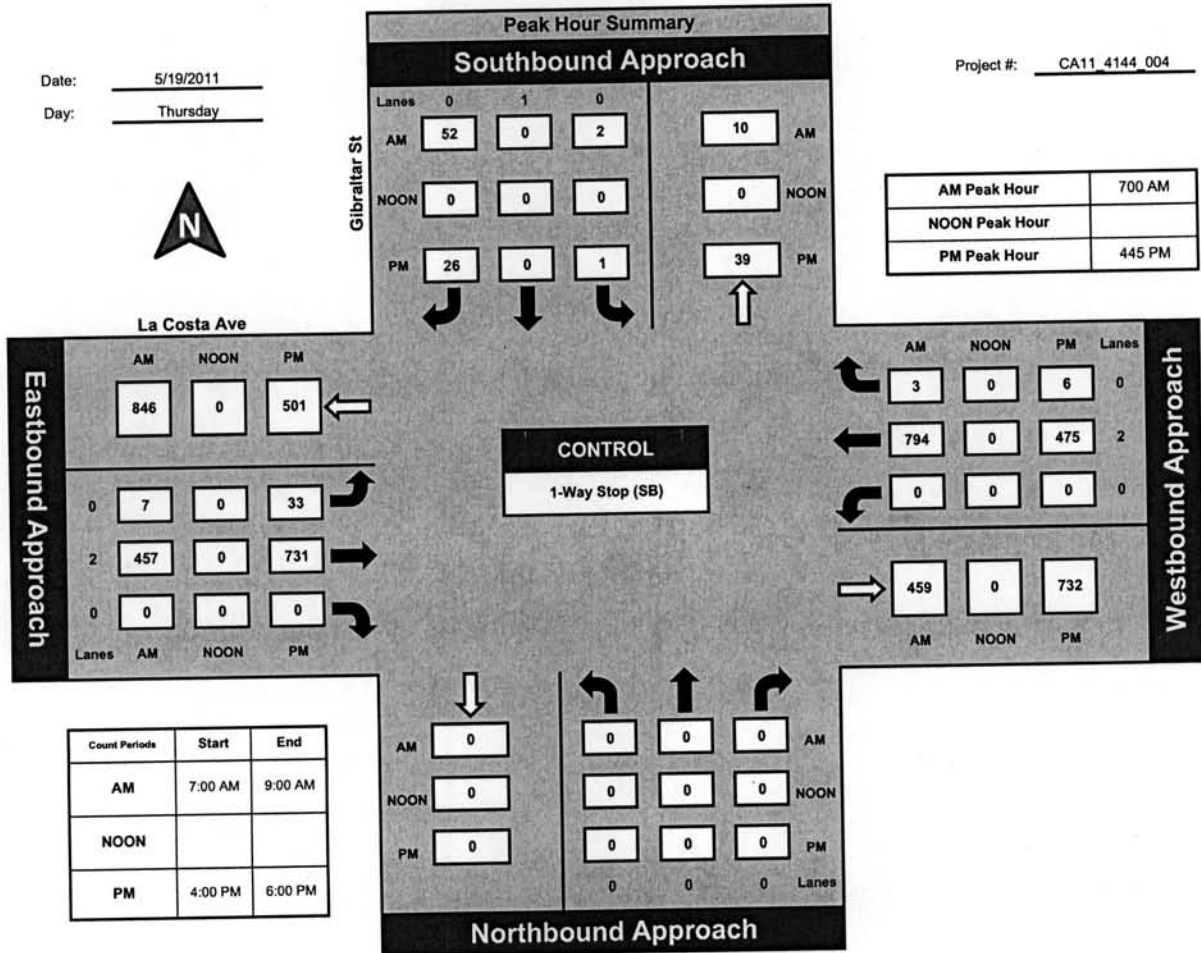
National Data & Surveying Services

Gibraltar St and La Costa Ave, City of Carlsbad

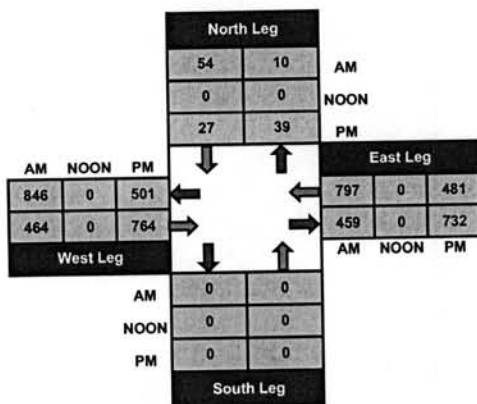
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Day: Thursday

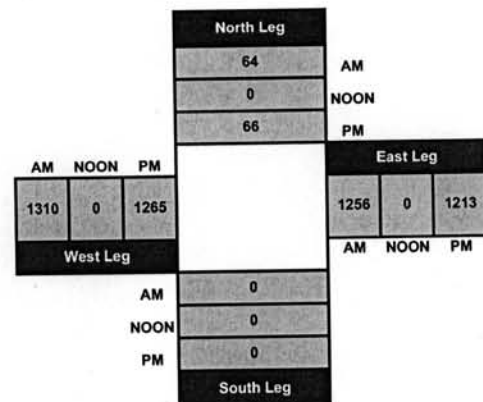
Project #: CA11 4144 004



Total Ins & Outs



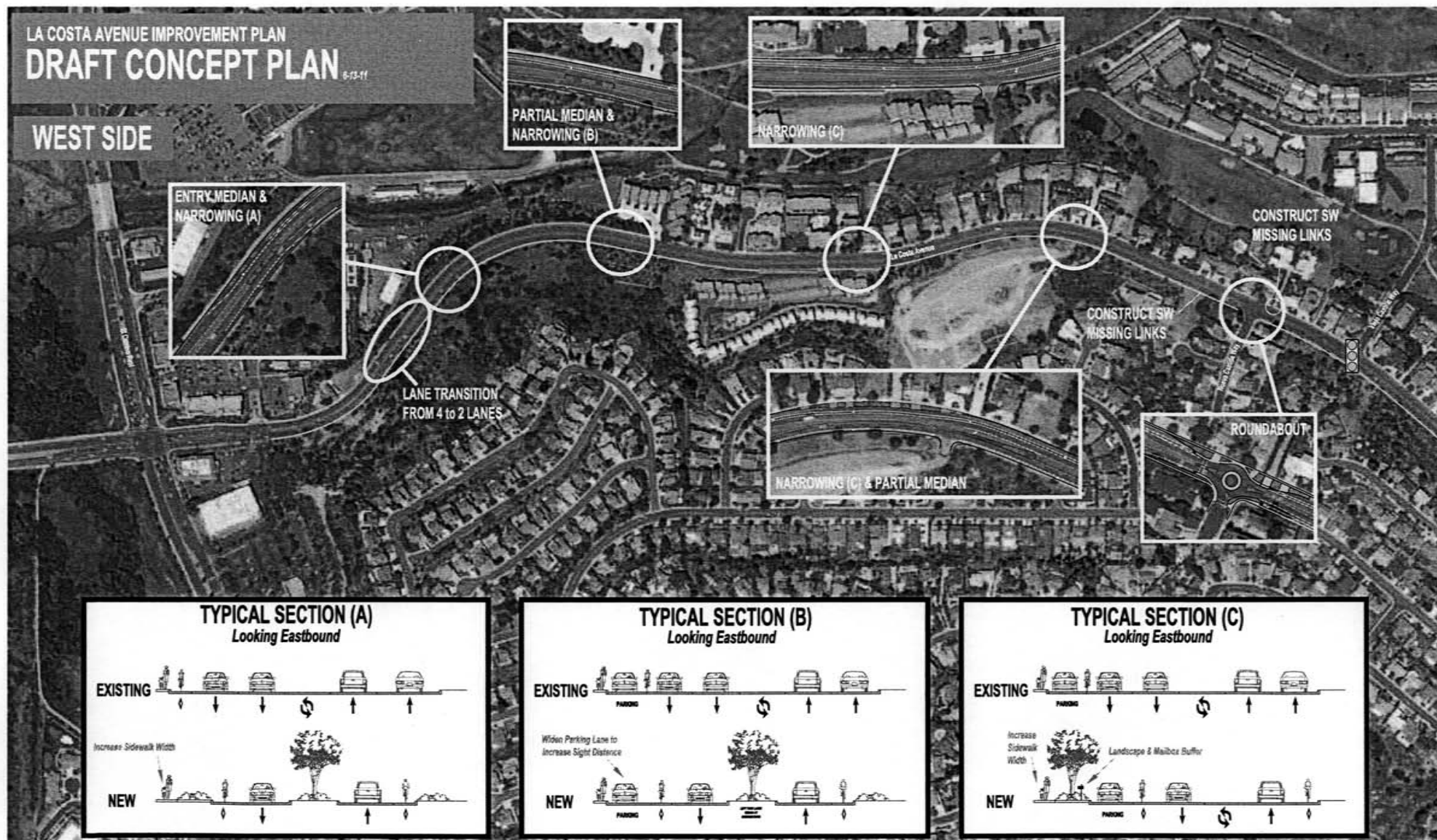
Total Volume Per Leg



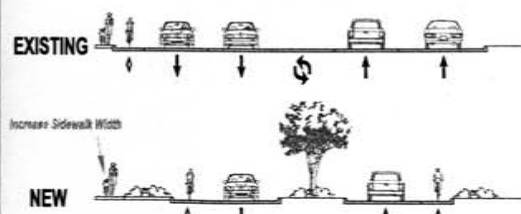
**Attachment C:
Concept**

LA COSTA AVENUE IMPROVEMENT PLAN
DRAFT CONCEPT PLAN 8-13-11

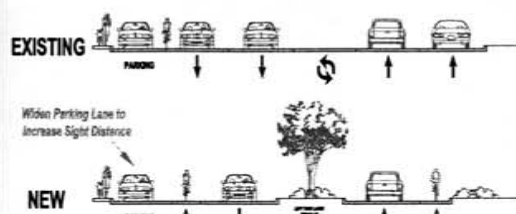
WEST SIDE



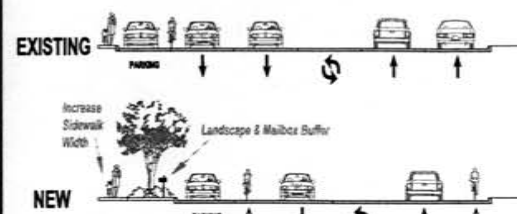
TYPICAL SECTION (A)
Looking Eastbound



TYPICAL SECTION (B)
Looking Eastbound

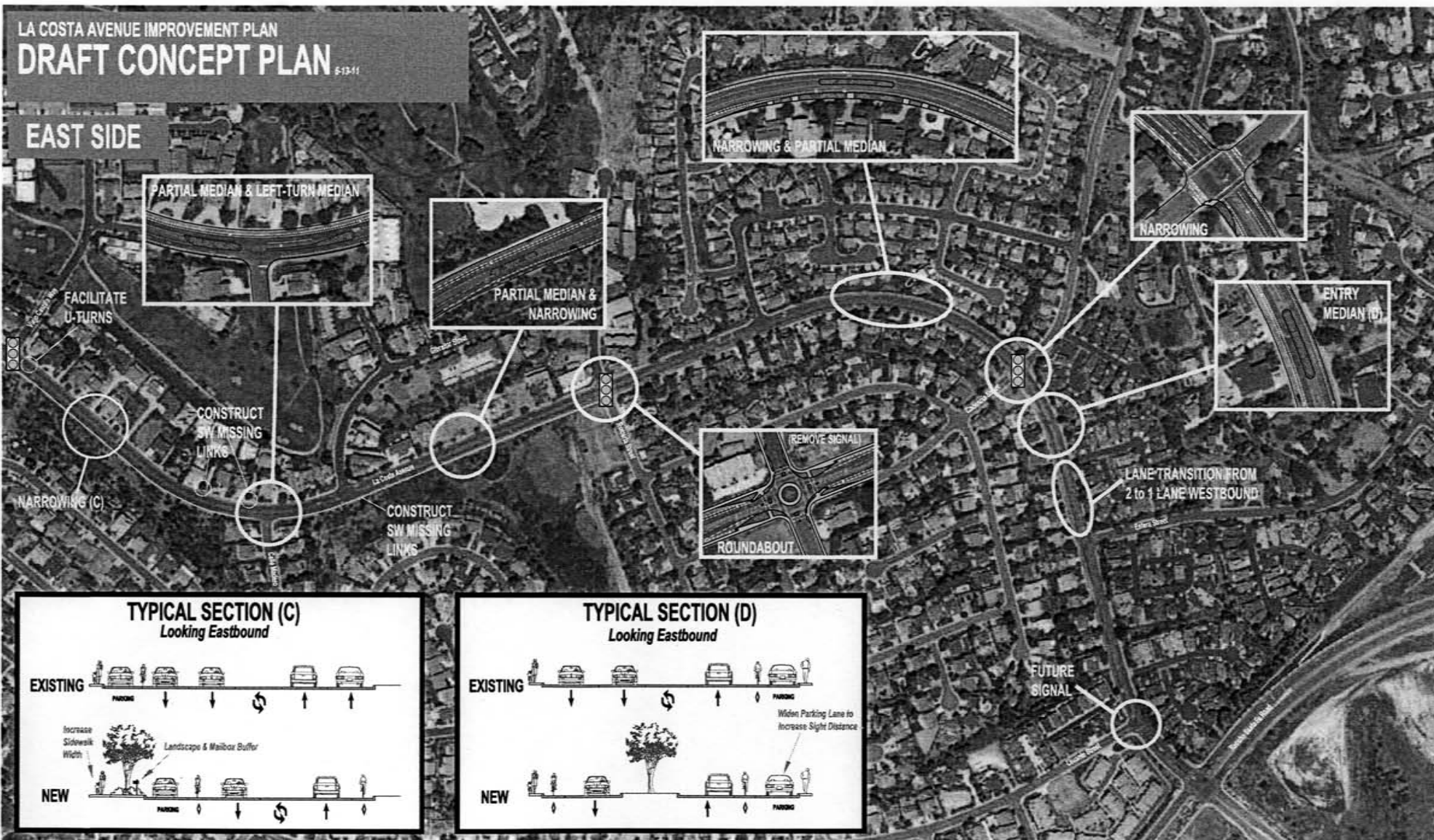


TYPICAL SECTION (C)
Looking Eastbound

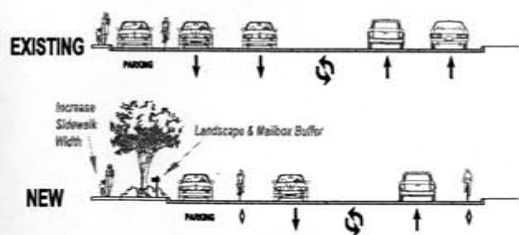


LA COSTA AVENUE IMPROVEMENT PLAN DRAFT CONCEPT PLAN 6-13-11

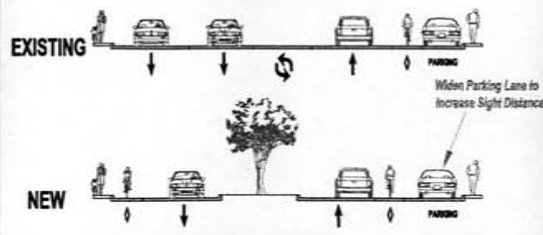
EAST SIDE



TYPICAL SECTION (C)
Looking Eastbound



TYPICAL SECTION (D)
Looking Eastbound



**Attachment D:
Analysis Printouts**

Existing Conditions

Intersection Capacity Utilization 3: La Costa Avenue & Nueva Castilla Way

Timing Plan: AM

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Volume (vph)	423	19	16	939	42	27
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120					
Volume Combined (vph)	423	19	16	939	42	27
Lane Utilization Factor	0.95	1.00	1.00	0.95	1.00	1.00
Turning Factor (vph)	1.00	0.85	0.95	1.00	0.95	0.85
Saturated Flow (vph)	3618	1615	1805	3618	1805	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	Yes			Yes	No	
Reference Time (s)	14.0	1.4	1.1	31.1		2.0
Adj Reference Time (s)	18.0	8.0	8.0	35.1		8.0
Permitted Option						
Adj Saturation A (vph)	1809		120	1809	120	
Reference Time A (s)	14.0		16.0	31.1	41.9	
Adj Saturation B (vph)	NA		NA	NA	NA	
Reference Time B (s)	NA		NA	NA	NA	
Reference Time (s)	14.0			31.1		
Adj Reference Time (s)	18.0			35.1		
Split Option						
Ref Time Combined (s)	14.0		1.1	31.1	2.8	
Ref Time Seperate (s)	14.0		1.1	31.1	2.8	
Reference Time (s)	14.0		31.1	31.1	2.8	
Adj Reference Time (s)	18.0		35.1	35.1	8.0	
Summary	EB WB			NB	Combined	
Protected Option (s)	35.1			NA		
Permitted Option (s)	35.1			Err		
Split Option (s)	53.2			8.0		
Minimum (s)	35.1			8.0	43.1	
Right Turns	EBR		NBR			
Adj Reference Time (s)	8.0		8.0			
Cross Thru Ref Time (s)	0.0		18.0			
Oncoming Left Ref Time (s)	8.0		0.0			
Combined (s)	16.0		26.0			

Intersection Summary

Intersection Capacity Utilization 36.0% ICU Level of Service A
Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection Capacity Utilization 4: La Costa Avenue & Viejo Castilla Wy

Timing Plan: AM

























Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↱	↱	↰	↰	↰
Volume (vph)	21	431	853	15	44	102
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	5.0	8.0	8.0	8.0	5.0	5.0
Refr Cycle Length (s)	120					
Volume Combined (vph)	21	431	853	15	44	102
Lane Utilization Factor	1.00	0.95	0.95	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	1.00	0.85	0.95	0.85
Saturated Flow (vph)	1805	3618	3618	1615	1805	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	1.4	14.3	28.3	1.1		7.6
Adj Reference Time (s)	9.0	18.3	32.3	12.0		11.6
Permitted Option						
Adj Saturation A (vph)	120	1809	1809		120	
Reference Time A (s)	20.9	14.3	28.3		43.9	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		20.9	28.3			
Adj Reference Time (s)		24.9	32.3			
Split Option						
Ref Time Combined (s)	1.4	14.3	28.3		2.9	
Ref Time Seperate (s)	1.4	14.3	28.3		2.9	
Reference Time (s)	14.3	14.3	28.3		2.9	
Adj Reference Time (s)	18.3	18.3	32.3		9.0	
Summary	EB WB		SB	Combined		
Protected Option (s)	41.3		NA			
Permitted Option (s)	32.3		Err			
Split Option (s)	50.6		9.0			
Minimum (s)	32.3		9.0	41.3		
Right Turns	WBR	SBR				
Adj Reference Time (s)	12.0	11.6				
Cross Thru Ref Time (s)	0.0	32.3				
Oncoming Left Ref Time (s)	9.0	0.0				
Combined (s)	21.0	43.9				

Intersection Summary

Intersection Capacity Utilization 36.6% ICU Level of Service A
Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection Capacity Utilization
7: La Costa Avenue & Romeria St

Timing Plan: AM
























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	319	11	1	484	5	41	0	5	14	0	10
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0
Refr Cycle Length (s)	120											
Volume Combined (vph)	2	319	11	1	484	5	0	41	5	0	14	10
Lane Utilization Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Saturated Flow (vph)	1805	1900	1615	1805	3618	1615	0	1805	1615	0	1805	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	0.1	20.1	0.8	0.1	16.1	0.4			0.4			0.7
Adj Reference Time (s)	9.0	24.1	12.0	9.0	20.1	12.0			9.0			9.0
Permitted Option												
Adj Saturation A (vph)	120	1900		120	1809		0	120		0	120	
Reference Time A (s)	2.0	20.1		1.0	16.1		0.0	40.9		0.0	14.0	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		10.7	10.7		8.9	8.9	
Reference Time (s)		20.1			16.1			10.7			8.9	
Adj Reference Time (s)		24.1			20.1			14.7			12.9	
Split Option												
Ref Time Combined (s)	0.1	20.1		0.1	16.1		0.0	2.7		0.0	0.9	
Ref Time Seperate (s)	0.1	20.1		0.1	16.1		2.7	0.0		0.9	0.0	
Reference Time (s)	20.1	20.1		16.1	16.1		2.7	2.7		0.9	0.9	
Adj Reference Time (s)	24.1	24.1		20.1	20.1		9.0	9.0		9.0	9.0	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	33.1		NA									
Permitted Option (s)	24.1		14.7									
Split Option (s)	44.2		18.0									
Minimum (s)	24.1		14.7		38.9							
Right Turns	EBR		WBR		NBR		SBR					
Adj Reference Time (s)	12.0		12.0		9.0		9.0					
Cross Thru Ref Time (s)	9.0		9.0		24.1		20.1					
Oncoming Left Ref Time (s)	9.0		9.0		9.0		9.0					
Combined (s)	30.0		30.0		42.1		38.1					

Intersection Summary

Intersection Capacity Utilization 35.1% ICU Level of Service A
Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection Capacity Utilization
9: La Costa Avenue & Cadencia St

Timing Plan: AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	303	4	10	358	21	4	3	14	41	2	83
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0
Refr Cycle Length (s)	120											
Volume Combined (vph)	32	303	4	10	358	21	0	7	14	0	43	83
Lane Utilization Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.97	0.85	0.95	0.95	0.85
Saturated Flow (vph)	1805	1900	1615	1805	3618	1615	0	1846	1615	0	1809	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	2.1	19.1	0.3	0.7	11.9	1.6			1.0			6.2
Adj Reference Time (s)	9.0	23.1	12.0	9.0	15.9	12.0			9.0			10.2
Permitted Option												
Adj Saturation A (vph)	120	1900		120	1809		0	188		0	124	
Reference Time A (s)	31.9	19.1		10.0	11.9		0.0	4.5		0.0	41.5	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		8.3	8.5		10.7	10.9	
Reference Time (s)		31.9			11.9			4.5			10.9	
Adj Reference Time (s)		35.9			15.9			9.0			14.9	
Split Option												
Ref Time Combined (s)	2.1	19.1		0.7	11.9		0.0	0.5		0.0	2.9	
Ref Time Seperate (s)	2.1	19.1		0.7	11.9		0.3	0.2		2.7	0.1	
Reference Time (s)	19.1	19.1		11.9	11.9		0.5	0.5		2.9	2.9	
Adj Reference Time (s)	23.1	23.1		15.9	15.9		9.0	9.0		9.0	9.0	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	32.1		NA									
Permitted Option (s)	35.9		14.9									
Split Option (s)	39.0		18.0									
Minimum (s)	32.1		14.9		47.0							
Right Turns	EBR		WBR	NBR	SBR							
Adj Reference Time (s)	12.0		12.0	9.0	10.2							
Cross Thru Ref Time (s)	9.0		9.0	23.1	15.9							
Oncoming Left Ref Time (s)	9.0		9.0	9.0	9.0							
Combined (s)	30.0		30.0	41.1	35.0							

Intersection Summary

Intersection Capacity Utilization 39.2% ICU Level of Service A
Reference Times and Phasing Options do not represent an optimized timing plan.

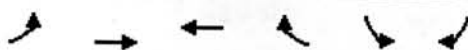
Intersection Capacity Utilization 3: La Costa Avenue & Nueva Castilla Way

Timing Plan: PM

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Volume (vph)	849	68	12	516	26	11
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120					
Volume Combined (vph)	849	68	12	516	26	11
Lane Utilization Factor	0.95	1.00	1.00	0.95	1.00	1.00
Turning Factor (vph)	1.00	0.85	0.95	1.00	0.95	0.85
Saturated Flow (vph)	3618	1615	1805	3618	1805	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	Yes			Yes	No	
Reference Time (s)	28.2	5.1	0.8	17.1		0.8
Adj Reference Time (s)	32.2	9.1	8.0	21.1		8.0
Permitted Option						
Adj Saturation A (vph)	1809		120	1809	120	
Reference Time A (s)	28.2		12.0	17.1	25.9	
Adj Saturation B (vph)	NA		NA	NA	NA	
Reference Time B (s)	NA		NA	NA	NA	
Reference Time (s)	28.2			17.1		
Adj Reference Time (s)	32.2			21.1		
Split Option						
Ref Time Combined (s)	28.2		0.8	17.1	1.7	
Ref Time Seperate (s)	28.2		0.8	17.1	1.7	
Reference Time (s)	28.2		17.1	17.1	1.7	
Adj Reference Time (s)	32.2		21.1	21.1	8.0	
Summary	EB WB			NB	Combined	
Protected Option (s)	40.2			NA		
Permitted Option (s)	32.2			Err		
Split Option (s)	53.3			8.0		
Minimum (s)	32.2			8.0	40.2	
Right Turns	EBR	NBR				
Adj Reference Time (s)	9.1	8.0				
Cross Thru Ref Time (s)	0.0	32.2				
Oncoming Left Ref Time (s)	8.0	0.0				
Combined (s)	17.1	40.2				
Intersection Summary						
Intersection Capacity Utilization	33.5%			ICU Level of Service	A	
Reference Times and Phasing Options do not represent an optimized timing plan.						

Intersection Capacity Utilization 4: La Costa Avenue & Viejo Castilla Wy

Timing Plan: PM

























Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↱	↱	↰	↰	↰
Volume (vph)	79	780	474	38	12	49
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	5.0	8.0	8.0	8.0	5.0	5.0
Refr Cycle Length (s)	120					
Volume Combined (vph)	79	780	474	38	12	49
Lane Utilization Factor	1.00	0.95	0.95	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	1.00	0.85	0.95	0.85
Saturated Flow (vph)	1805	3618	3618	1615	1805	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	5.3	25.9	15.7	2.8		3.6
Adj Reference Time (s)	9.3	29.9	19.7	12.0		9.0
Permitted Option						
Adj Saturation A (vph)	120	1809	1809		120	
Reference Time A (s)	78.8	25.9	15.7		12.0	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		78.8	15.7			
Adj Reference Time (s)		82.8	19.7			
Split Option						
Ref Time Combined (s)	5.3	25.9	15.7		0.8	
Ref Time Seperate (s)	5.3	25.9	15.7		0.8	
Reference Time (s)	25.9	25.9	15.7		0.8	
Adj Reference Time (s)	29.9	29.9	19.7		9.0	
Summary	EB WB			SB	Combined	
Protected Option (s)	29.9			NA		
Permitted Option (s)	82.8			Err		
Split Option (s)	49.6			9.0		
Minimum (s)	29.9			9.0	38.9	
Right Turns		WBR	SBR			
Adj Reference Time (s)		12.0	9.0			
Cross Thru Ref Time (s)		0.0	19.7			
Oncoming Left Ref Time (s)		9.3	0.0			
Combined (s)		21.3	28.7			

Intersection Summary

Intersection Capacity Utilization 32.4% ICU Level of Service A
Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection Capacity Utilization
7: La Costa Avenue & Romeria St

Timing Plan: PM
























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	666	39	2	369	20	35	1	16	11	2	9
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0
Refr Cycle Length (s)	120											
Volume Combined (vph)	11	666	39	2	369	20	0	36	16	0	13	9
Lane Utilization Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.96	0.85
Saturated Flow (vph)	1805	1900	1615	1805	3618	1615	0	1808	1615	0	1820	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	0.7	42.1	2.9	0.1	12.2	1.5			1.2			0.7
Adj Reference Time (s)	9.0	46.1	12.0	9.0	16.2	12.0			9.0			9.0
Permitted Option												
Adj Saturation A (vph)	120	1900		120	1809		0	123		0	136	
Reference Time A (s)	11.0	42.1		2.0	12.2		0.0	35.2		0.0	11.5	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		10.3	10.4		8.7	8.9	
Reference Time (s)		42.1			12.2			10.4			8.9	
Adj Reference Time (s)		46.1			16.2			14.4			12.9	
Split Option												
Ref Time Combined (s)	0.7	42.1		0.1	12.2		0.0	2.4		0.0	0.9	
Ref Time Seperate (s)	0.7	42.1		0.1	12.2		2.3	0.1		0.7	0.1	
Reference Time (s)	42.1	42.1		12.2	12.2		2.4	2.4		0.9	0.9	
Adj Reference Time (s)	46.1	46.1		16.2	16.2		9.0	9.0		9.0	9.0	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	55.1		NA									
Permitted Option (s)	46.1		14.4									
Split Option (s)	62.3		18.0									
Minimum (s)	46.1		14.4		60.5							
Right Turns	EBR		WBR		NBR		SBR					
Adj Reference Time (s)	12.0		12.0		9.0		9.0					
Cross Thru Ref Time (s)	9.0		9.0		46.1		16.2					
Oncoming Left Ref Time (s)	9.0		9.0		9.0		9.0					
Combined (s)	30.0		30.0		64.1		34.2					

Intersection Summary

Intersection Capacity Utilization 53.4% ICU Level of Service A
Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection Capacity Utilization
9: La Costa Avenue & Cadencia St

Timing Plan: PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	62	506	13	13	315	48	8	3	18	37	10	43
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0
Refr Cycle Length (s)	120											
Volume Combined (vph)	62	506	13	13	315	48	0	11	18	0	47	43
Lane Utilization Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.96	0.85	0.95	0.96	0.85
Saturated Flow (vph)	1805	1900	1615	1805	3618	1615	0	1831	1615	0	1825	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	4.1	32.0	1.0	0.9	10.4	3.6			1.3			3.2
Adj Reference Time (s)	9.0	36.0	12.0	9.0	14.4	12.0			9.0			9.0
Permitted Option												
Adj Saturation A (vph)	120	1900		120	1809		0	153		0	144	
Reference Time A (s)	61.8	32.0		13.0	10.4		0.0	8.6		0.0	39.2	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		8.5	8.7		10.5	11.1	
Reference Time (s)		61.8			13.0			8.6			11.1	
Adj Reference Time (s)		65.8			17.0			12.6			15.1	
Split Option												
Ref Time Combined (s)	4.1	32.0		0.9	10.4		0.0	0.7		0.0	3.1	
Ref Time Seperate (s)	4.1	32.0		0.9	10.4		0.5	0.2		2.5	0.6	
Reference Time (s)	32.0	32.0		10.4	10.4		0.7	0.7		3.1	3.1	
Adj Reference Time (s)	36.0	36.0		14.4	14.4		9.0	9.0		9.0	9.0	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	45.0		NA									
Permitted Option (s)	65.8		15.1									
Split Option (s)	50.4		18.0									
Minimum (s)	45.0		15.1		60.0							
Right Turns	EBR		WBR		NBR		SBR					
Adj Reference Time (s)	12.0		12.0		9.0		9.0					
Cross Thru Ref Time (s)	9.0		9.0		36.0		14.4					
Oncoming Left Ref Time (s)	9.0		9.0		9.0		9.0					
Combined (s)	30.0		30.0		54.0		32.4					

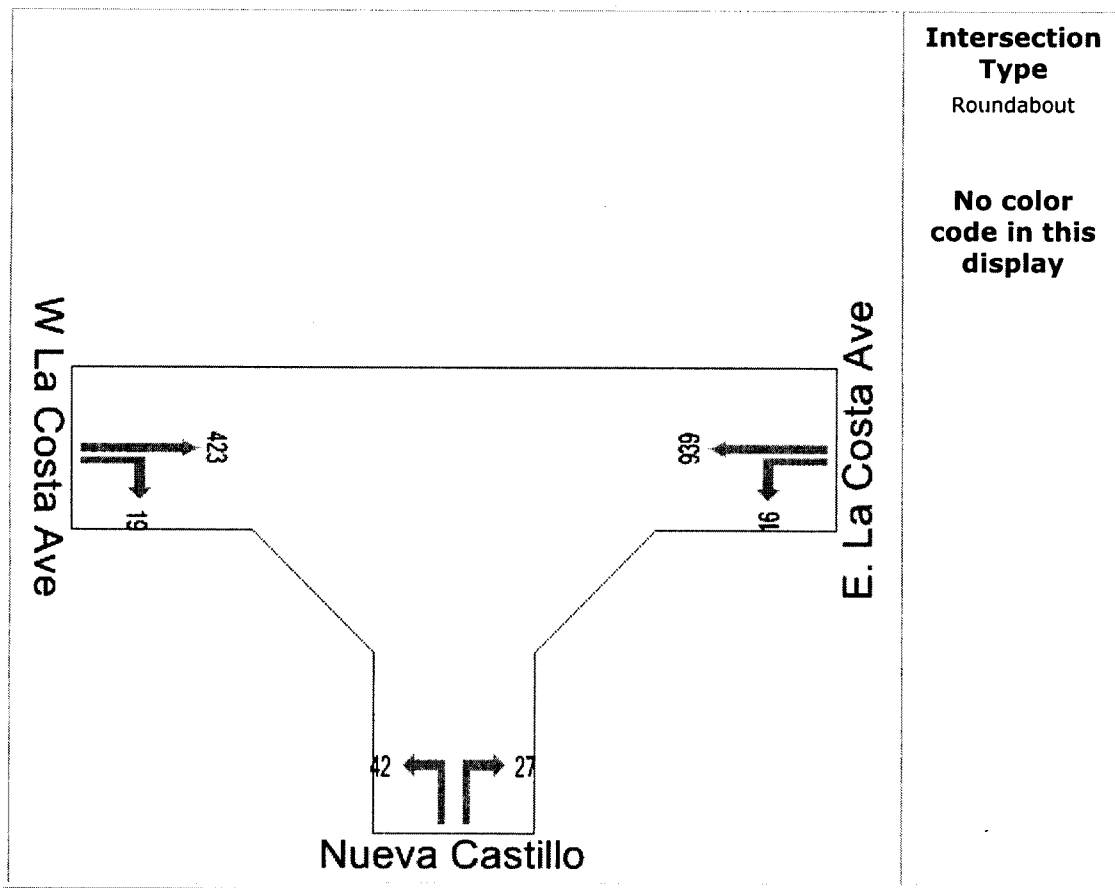
Intersection Summary

Intersection Capacity Utilization 50.0% ICU Level of Service A
Reference Times and Phasing Options do not represent an optimized timing plan.

Input Volumes

Total flow rates as given by the user (veh/60 min)

La Costa Ave Nuevo Castilla Way - Ex AM With Project



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Site: Ex AM With Project
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Table R.0 - Roundabout Basic Parameters

La Costa Ave - Nuevo Castilla Way
 Ex AM With Project
 Intersection ID: 1
 Roundabout

					Circulating/Exiting Stream						
Cent	Circ	Insc	No.of	No.of	Av.Ent	-----					

Island	Width	Diam.	Circ.	Entry	Lane	Flow	%HV	Adjust.	%Exit	Cap.	
O-D											
Diam			Lanes	Lanes	Width	(veh/		Flow	Incl.		
Constr. Factor					(ft)	h)		(pcu/h)		Effect	
(ft)	(ft)	(ft)									

West: W La Costa Ave											
Environment Factor: 1.00 Entry/Circulating Flow Adjustment: Medium											
52	18	88	1	1	13.00	17	0.0	17	0	N	
0.998											

South: Nueva Castillo											
Environment Factor: 1.00 Entry/Circulating Flow Adjustment: Medium											
52	18	88	1	1	13.00	445	0.0	445	0	N	
0.988											

East: E. La Costa Ave											
Environment Factor: 1.00 Entry/Circulating Flow Adjustment: Medium											
52	18	88	1	1	13.00	44	0.0	44	0	N	
0.993											

Table S.15 - Capacity and Level of Service

La Costa Ave Nuevo Castilla Way
 Ex AM With Project
 Intersection ID: 1
 Roundabout

Mov ID	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Queue (ft)
West: W La Costa Ave								
2T	T	445	1505	0.296	6.8	A	2.5	62
2R	R	20	68	0.294	7.6	A	2.5	62
South: Nueva Castillo								
3L	L	44	562	0.078	14.2	A	0.5	13
8R	R	28	358	0.078	10.0	A	0.5	13
East: E. La Costa Ave								
1L	L	17	26	0.654	12.3	B	9.6	241
6T	T	988	1487	0.664*	7.1	B	9.6	241
ALL VEHICLES:		1542		0.664		B	9.6	241

Level of Service calculations are based on
 v/c ratio (ICU criteria),

independent of the current delay definition used.

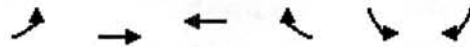
For the criteria, refer to the "Level of Service" topic in the
 SIDRA Output Guide or the Output section of the on-line help.

* Maximum v/c ratio, or critical green periods

" Movement Level of service has been determined using adjacent lane
 v/c ratio rather than short lane v/c ratio (v/c=1.0)

Intersection Capacity Utilization
4: La Costa Avenue & Viejo Castilla Wy

Timing Plan: AM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↱	↰	↱	↰	↱
Volume (vph)	21	431	853	15	44	102
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	5.0	8.0	8.0	8.0	5.0	5.0
Refr Cycle Length (s)	120					
Volume Combined (vph)	21	431	853	15	44	102
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	1.00	0.85	0.95	0.85
Saturated Flow (vph)	1805	1900	1900	1615	1805	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	1.4	27.2	53.9	1.1		7.6
Adj Reference Time (s)	9.0	31.2	57.9	12.0		11.6
Permitted Option						
Adj Saturation A (vph)	120	1900	1900		120	
Reference Time A (s)	20.9	27.2	53.9		43.9	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		27.2	53.9			
Adj Reference Time (s)		31.2	57.9			
Split Option						
Ref Time Combined (s)	1.4	27.2	53.9		2.9	
Ref Time Seperate (s)	1.4	27.2	53.9		2.9	
Reference Time (s)	27.2	27.2	53.9		2.9	
Adj Reference Time (s)	31.2	31.2	57.9		9.0	
Summary	EB WB			SB	Combined	
Protected Option (s)	66.9			NA		
Permitted Option (s)	57.9			Err		
Split Option (s)	89.1			9.0		
Minimum (s)	57.9			9.0	66.9	
Right Turns	WBR		SBR			
Adj Reference Time (s)	12.0		11.6			
Cross Thru Ref Time (s)	0.0		57.9			
Oncoming Left Ref Time (s)	9.0		0.0			
Combined (s)	21.0		69.5			

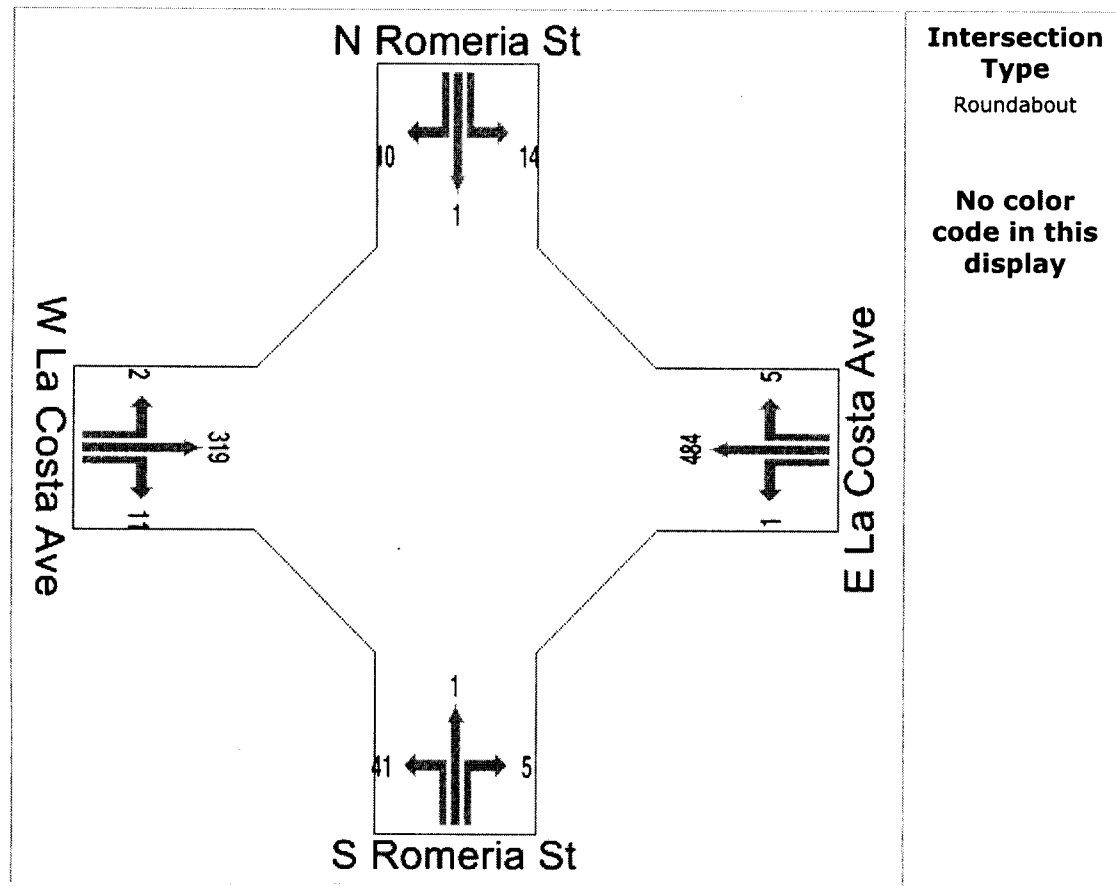
Intersection Summary

Intersection Capacity Utilization 57.9% ICU Level of Service B
Reference Times and Phasing Options do not represent an optimized timing plan.

Input Volumes

Total flow rates as given by the user (veh/60 min)

La Costa Ave Romeria St - Ex AM With Project



SIDRA SOLUTIONS

Site: Ex AM With Project

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Table R.0 - Roundabout Basic Parameters

La Costa Ave Romeria St
 Ex AM With Project
 Intersection ID: 3
 Roundabout

						Circulating/Exiting Stream				
Cent	Circ	Insc	No.of	No.of	Av.Ent	-----				

Island Width	Diam.	Circ.	Entry Lane	Flow	%HV	Adjust.	%Exit	Cap.		
O-D										
Diam		Lanes	Lanes	Width	(veh/	Flow	Incl.			
Constr. Factor										
(ft)	(ft)	(ft)		(ft)	h)	(pcu/h)		Effect		

West: W La Costa Ave										
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium							
52	18	88	1	1	13.00	17	0.0	17	0	N
0.997										

South: S Romeria St										
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium							
52	18	88	1	1	13.00	353	0.0	353	0	N
0.991										

East: E La Costa Ave										
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium							
52	18	88	1	1	13.00	46	0.0	46	0	N
0.994										

North: N Romeria St										
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium							
52	18	88	1	1	13.00	554	0.0	554	0	N
0.969										

Table S.15 - Capacity and Level of Service

La Costa Ave Romeria St
 Ex AM With Project
 Intersection ID: 3
 Roundabout

Mov ID	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Queue (ft)
West: W La Costa Ave								
5L L		2	9	0.222	11.9	A	1.8	46
2T T		336	1485	0.226	6.8	A	1.8	46
2R R		12	53	0.226	7.6	A	1.8	46
South: S Romeria St								
3L L		43	867	0.050	13.6	A	0.3	8
8T T		1	20	0.050	8.5	A	0.3	8
8R R		5	101	0.050	9.3	A	0.3	8
East: E La Costa Ave								
1L L		1	3	0.333	12.1	A	3.2	80
6T T		509	1433	0.355	7.0	A	3.2	80
6R R		5	14	0.357*	7.8	A	3.2	80
North: N Romeria St								
7L L		15	464	0.032	14.8	A	0.2	5
4T T		1	31	0.032	9.6	A	0.2	5
4R R		11	340	0.032	10.5	A	0.2	5
ALL VEHICLES:		941		0.357		A	3.2	80

Level of Service calculations are based on

v/c ratio (ICU criteria),

independent of the current delay definition used.
























For the criteria, refer to the "Level of Service" topic in the SIDRA Output Guide or the Output section of the on-line help.

* Maximum v/c ratio, or critical green periods

" Movement Level of service has been determined using adjacent lane v/c ratio rather than short lane v/c ratio (v/c=1.0)

Intersection Capacity Utilization
9: La Costa Avenue & Cadencia St

Timing Plan: AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	303	4	10	358	21	4	3	14	41	2	83
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0
Refr Cycle Length (s)	120											
Volume Combined (vph)	32	303	4	10	358	21	0	7	14	0	43	83
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.97	0.85	0.95	0.95	0.85
Saturated Flow (vph)	1805	1900	1615	1805	1900	1615	0	1846	1615	0	1809	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes				Yes				No		No	
Reference Time (s)	2.1	19.1	0.3	0.7	22.6	1.6			1.0		6.2	
Adj Reference Time (s)	9.0	23.1	12.0	9.0	26.6	12.0			9.0		10.2	
Permitted Option												
Adj Saturation A (vph)	120	1900			120	1900	0	188			0	124
Reference Time A (s)	31.9	19.1			10.0	22.6	0.0	4.5			0.0	41.5
Adj Saturation B (vph)	NA	NA			NA	NA	0	0			0	0
Reference Time B (s)	NA	NA			NA	NA	8.3	8.5			10.7	10.9
Reference Time (s)	31.9				22.6		4.5				10.9	
Adj Reference Time (s)	35.9				26.6		9.0				14.9	
Split Option												
Ref Time Combined (s)	2.1	19.1			0.7	22.6	0.0	0.5			0.0	2.9
Ref Time Seperate (s)	2.1	19.1			0.7	22.6	0.3	0.2			2.7	0.1
Reference Time (s)	19.1	19.1			22.6	22.6	0.5	0.5			2.9	2.9
Adj Reference Time (s)	23.1	23.1			26.6	26.6	9.0	9.0			9.0	9.0
Summary	EB WB		NB SB		Combined							
Protected Option (s)	35.6		NA									
Permitted Option (s)	35.9		14.9									
Split Option (s)	49.7		18.0									
Minimum (s)	35.6		14.9		50.5							
Right Turns	EBR		WBR	NBR	SBR							
Adj Reference Time (s)	12.0		12.0	9.0	10.2							
Cross Thru Ref Time (s)	9.0		9.0	23.1	26.6							
Oncoming Left Ref Time (s)	9.0		9.0	9.0	9.0							
Combined (s)	30.0		30.0	41.1	45.8							

Intersection Summary

Intersection Capacity Utilization 42.1% ICU Level of Service A
Reference Times and Phasing Options do not represent an optimized timing plan.

Input Volumes

Total flow rates as given by the user (veh/60 min)

La Costa Ave Nueva Castilla Way - Ex PM With Project

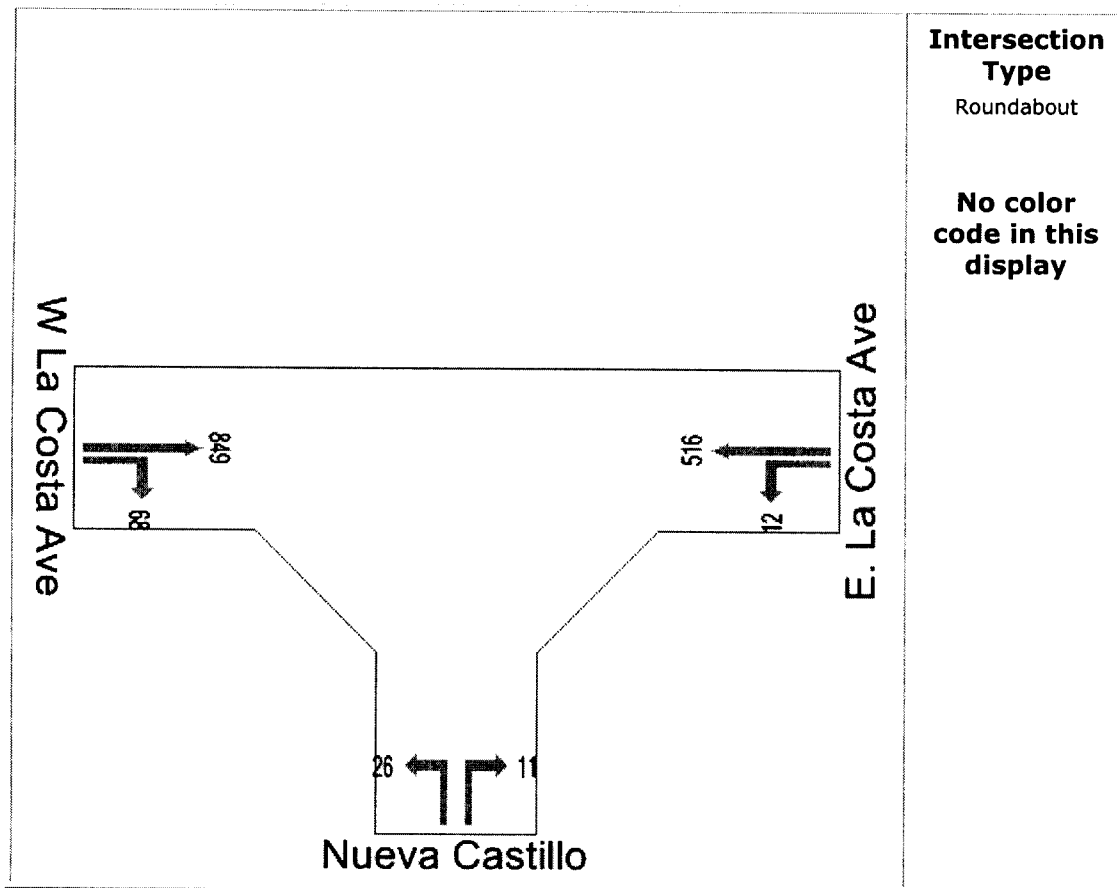


Table R.0 - Roundabout Basic Parameters

La Costa Ave Nueva Castilla Way
 Ex PM With Project
 Intersection ID: 1
 Roundabout

					Circulating/Exiting Stream					
Cent	Circ	Insc	No.of	No.of	Av.Ent	-----				

Island	Width	Diam.	Circ.	Entry	Lane	Flow	%HV	Adjust.	%Exit	Cap.
O-D										
Diam			Lanes	Lanes	Width	(veh/		Flow	Incl.	
Constr.	Factor									
(ft)	(ft)	(ft)			(ft)	h)		(pcu/h)		Effect

West: W La Costa Ave										
Environment Factor: 1.00 Entry/Circulating Flow Adjustment: Medium										
52	18	88	1	1	13.00	13	0.0	13	0	N
0.999										

South: Nueva Castillo										
Environment Factor: 1.00 Entry/Circulating Flow Adjustment: Medium										
52	18	88	1	1	13.00	894	0.0	894	0	N
0.958										

East: E. La Costa Ave										
Environment Factor: 1.00 Entry/Circulating Flow Adjustment: Medium										
52	18	88	1	1	13.00	27	0.0	27	0	N
0.994										

Table S.15 - Capacity and Level of Service

La Costa Ave Nueva Castilla Way
 Ex PM With Project
 Intersection ID: 1
 Roundabout

Mov ID	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs) (ft)
West: W La Costa Ave							
2T T		894	1525	0.586*	6.8	A	6.9 173
2R R		72	123	0.585	7.7	A	6.9 173
South: Nueva Castillo							
3L L		27	436	0.062	18.2	A	0.5 11
8R R		12	194	0.062	13.9	A	0.5 11
East: E. La Costa Ave							
1L L		13	36	0.361	12.0	A	3.6 90
6T T		543	1491	0.364	6.8	A	3.6 90
ALL VEHICLES:		1561		0.586		A	6.9 173

Level of Service calculations are based on
 v/c ratio (ICU criteria),

independent of the current delay definition used.

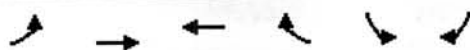
For the criteria, refer to the "Level of Service" topic in the
 SIDRA Output Guide or the Output section of the on-line help.

* Maximum v/c ratio, or critical green periods

" Movement Level of service has been determined using adjacent lane
 v/c ratio rather than short lane v/c ratio (v/c=1.0)

Intersection Capacity Utilization
4: La Costa Avenue & Viejo Castilla Wy

Timing Plan: PM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↑	↗	↖	↗
Volume (vph)	79	780	474	38	12	49
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	5.0	8.0	8.0	8.0	5.0	5.0
Refr Cycle Length (s)	120					
Volume Combined (vph)	79	780	474	38	12	49
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	1.00	0.85	0.95	0.85
Saturated Flow (vph)	1805	1900	1900	1615	1805	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	5.3	49.3	29.9	2.8		3.6
Adj Reference Time (s)	9.3	53.3	33.9	12.0		9.0
Permitted Option						
Adj Saturation A (vph)	120	1900	1900		120	
Reference Time A (s)	78.8	49.3	29.9		12.0	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		78.8	29.9			
Adj Reference Time (s)		82.8	33.9			
Split Option						
Ref Time Combined (s)	5.3	49.3	29.9		0.8	
Ref Time Seperate (s)	5.3	49.3	29.9		0.8	
Reference Time (s)	49.3	49.3	29.9		0.8	
Adj Reference Time (s)	53.3	53.3	33.9		9.0	
Summary	EB WB			SB	Combined	
Protected Option (s)	53.3			NA		
Permitted Option (s)	82.8			Err		
Split Option (s)	87.2			9.0		
Minimum (s)	53.3			9.0	62.3	
Right Turns	WBR		SBR			
Adj Reference Time (s)	12.0		9.0			
Cross Thru Ref Time (s)	0.0		33.9			
Oncoming Left Ref Time (s)	9.3		0.0			
Combined (s)	21.3		42.9			

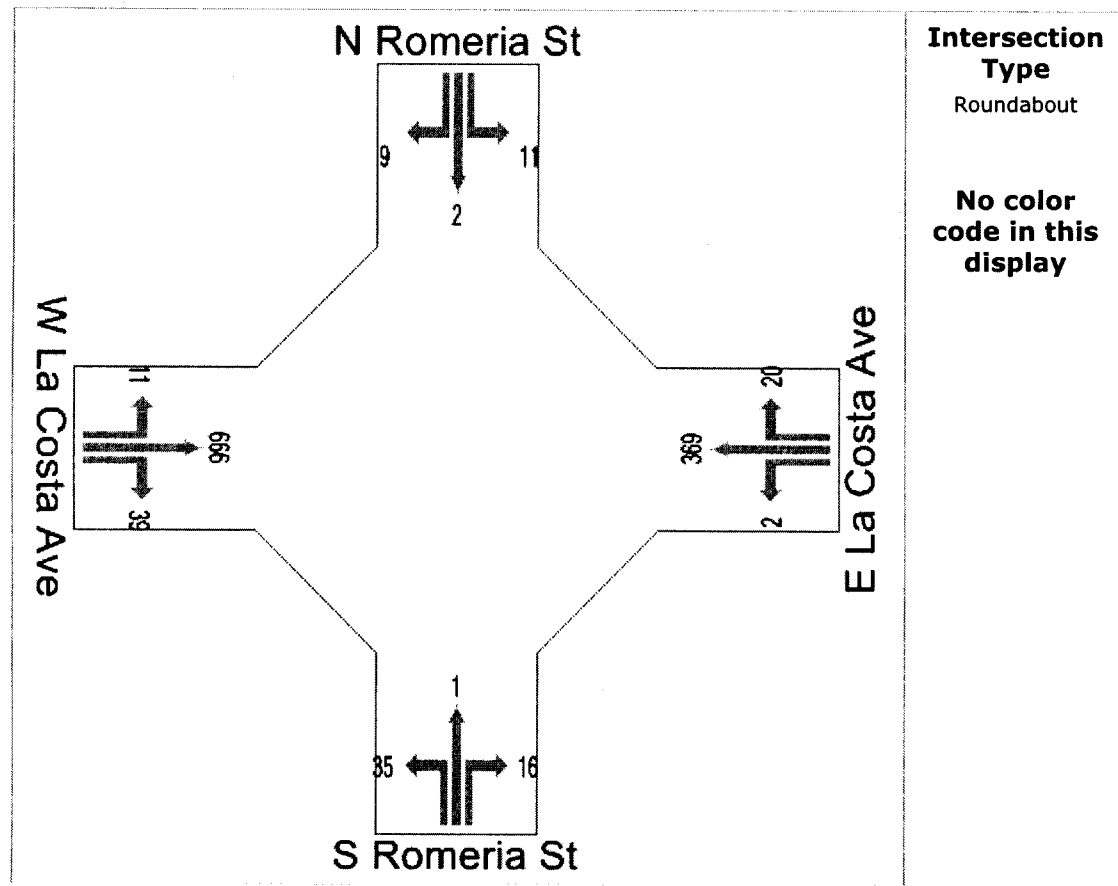
Intersection Summary

Intersection Capacity Utilization 51.9% ICU Level of Service A
Reference Times and Phasing Options do not represent an optimized timing plan.

Input Volumes

Total flow rates as given by the user (veh/60 min)

La Costa Ave Romeria St - Ex PM With Project



SIDRA SOLUTIONS

Site: Ex PM With Project

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A1620, KOA Corporation, Small Office

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Table R.0 - Roundabout Basic Parameters

La Costa Ave Romeria St
 Ex PM With Project
 Intersection ID: 3
 Roundabout

Cent	Circ	Insc	No.of	No.of	Av.Ent	Circulating/Exiting Stream				

Island Width	Diam.	Circ.	Entry	Lane	Flow	%HV	Adjust.	%Exit	Cap.	
O-D										
Diam		Lanes	Lanes	Width	(veh/		Flow	Incl.		
Constr. Factor					h)		(pcu/h)	Effect		
(ft)	(ft)	(ft)		(ft)						

West: W La Costa Ave										
Environment Factor: 1.00 Entry/Circulating Flow Adjustment: Medium										
52	18	88	1	1	13.00	16	0.0	16	0	N
0.998										

South: S Romeria St										
Environment Factor: 1.00 Entry/Circulating Flow Adjustment: Medium										
52	18	88	1	1	13.00	724	0.0	724	0	N
0.969										

East: E La Costa Ave										
Environment Factor: 1.00 Entry/Circulating Flow Adjustment: Medium										
52	18	88	1	1	13.00	49	0.0	49	0	N
0.993										

North: N Romeria St										
Environment Factor: 1.00 Entry/Circulating Flow Adjustment: Medium										
52	18	88	1	1	13.00	427	0.0	427	0	N
0.979										

Table S.15 - Capacity and Level of Service

La Costa Ave Romeria St
 Ex PM With Project
 Intersection ID: 3
 Roundabout

Mov ID	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Queue (ft)
West: W La Costa Ave								
5L	L	12	26	0.462	11.9	A	4.9	124
2T	T	701	1500	0.467*	6.8	A	4.9	124
2R	R	41	88	0.466	7.7	A	4.9	124
South: S Romeria St								
3L	L	37	494	0.075	16.3	A	0.5	13
8T	T	1	13	0.077	11.2	A	0.5	13
8R	R	17	227	0.075	12.1	A	0.5	13
East: E La Costa Ave								
1L	L	2	7	0.286	12.1	A	2.5	61
6T	T	388	1340	0.290	7.0	A	2.5	61
6R	R	21	72	0.292	7.8	A	2.5	61
North: N Romeria St								
7L	L	12	482	0.025	13.9	A	0.2	4
4T	T	2	80	0.025	8.8	A	0.2	4
4R	R	9	362	0.025	9.7	A	0.2	4
ALL VEHICLES:		1243		0.467		A	4.9	124

Level of Service calculations are based on
 v/c ratio (ICU criteria),

independent of the current delay definition used.
























For the criteria, refer to the "Level of Service" topic in the
 SIDRA Output Guide or the Output section of the on-line help.

* Maximum v/c ratio, or critical green periods

" Movement Level of service has been determined using adjacent lane
 v/c ratio rather than short lane v/c ratio (v/c=1.0)

Intersection Capacity Utilization
9: La Costa Avenue & Cadencia St

Timing Plan: PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	62	506	13	13	315	48	8	3	18	37	10	43
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0
Refr Cycle Length (s)	120											
Volume Combined (vph)	62	506	13	13	315	48	0	11	18	0	47	43
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.96	0.85	0.95	0.96	0.85
Saturated Flow (vph)	1805	1900	1615	1805	1900	1615	0	1831	1615	0	1825	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	4.1	32.0	1.0	0.9	19.9	3.6			1.3			3.2
Adj Reference Time (s)	9.0	36.0	12.0	9.0	23.9	12.0			9.0			9.0
Permitted Option												
Adj Saturation A (vph)	120	1900		120	1900		0	153		0	144	
Reference Time A (s)	61.8	32.0		13.0	19.9		0.0	8.6		0.0	39.2	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		8.5	8.7		10.5	11.1	
Reference Time (s)		61.8			19.9			8.6			11.1	
Adj Reference Time (s)		65.8			23.9			12.6			15.1	
Split Option												
Ref Time Combined (s)	4.1	32.0		0.9	19.9		0.0	0.7		0.0	3.1	
Ref Time Seperate (s)	4.1	32.0		0.9	19.9		0.5	0.2		2.5	0.6	
Reference Time (s)	32.0	32.0		19.9	19.9		0.7	0.7		3.1	3.1	
Adj Reference Time (s)	36.0	36.0		23.9	23.9		9.0	9.0		9.0	9.0	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	45.0		NA									
Permitted Option (s)	65.8		15.1									
Split Option (s)	59.9		18.0									
Minimum (s)	45.0		15.1		60.0							
Right Turns	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	12.0	12.0	9.0	9.0								
Cross Thru Ref Time (s)	9.0	9.0	36.0	23.9								
Oncoming Left Ref Time (s)	9.0	9.0	9.0	9.0								
Combined (s)	30.0	30.0	54.0	41.9								

Intersection Summary

Intersection Capacity Utilization 50.0% ICU Level of Service A
Reference Times and Phasing Options do not represent an optimized timing plan.

Future Conditions

Intersection Capacity Utilization
3: La Costa Avenue & Nueva Castilla Way

Timing Plan: AM

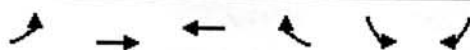
	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Volume (vph)	508	23	19	1127	50	32
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120					
Volume Combined (vph)	508	23	19	1127	50	32
Lane Utilization Factor	0.95	1.00	1.00	0.95	1.00	1.00
Turning Factor (vph)	1.00	0.85	0.95	1.00	0.95	0.85
Saturated Flow (vph)	3618	1615	1805	3618	1805	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	Yes			Yes	No	
Reference Time (s)	16.9	1.7	1.3	37.4		2.4
Adj Reference Time (s)	20.9	8.0	8.0	41.4		8.0
Permitted Option						
Adj Saturation A (vph)	1809		120	1809	120	
Reference Time A (s)	16.9		18.9	37.4	49.9	
Adj Saturation B (vph)	NA		NA	NA	NA	
Reference Time B (s)	NA		NA	NA	NA	
Reference Time (s)	16.9			37.4		
Adj Reference Time (s)	20.9			41.4		
Split Option						
Ref Time Combined (s)	16.9		1.3	37.4	3.3	
Ref Time Seperate (s)	16.9		1.3	37.4	3.3	
Reference Time (s)	16.9		37.4	37.4	3.3	
Adj Reference Time (s)	20.9		41.4	41.4	8.0	
Summary	EB WB		NB	Combined		
Protected Option (s)	41.4		NA			
Permitted Option (s)	41.4		Err			
Split Option (s)	62.2		8.0			
Minimum (s)	41.4		8.0		49.4	
Right Turns	EBR	NBR				
Adj Reference Time (s)	8.0	8.0				
Cross Thru Ref Time (s)	0.0	20.9				
Oncoming Left Ref Time (s)	8.0	0.0				
Combined (s)	16.0	28.9				

Intersection Summary

Intersection Capacity Utilization 41.2% ICU Level of Service A
Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection Capacity Utilization
4: La Costa Avenue & Viejo Castilla Wy

Timing Plan: AM

























Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↱	↱	↰	↰	↰
Volume (vph)	25	517	1024	18	53	122
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	5.0	8.0	8.0	8.0	5.0	5.0
Refr Cycle Length (s)	120					
Volume Combined (vph)	25	517	1024	18	53	122
Lane Utilization Factor	1.00	0.95	0.95	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	1.00	0.85	0.95	0.85
Saturated Flow (vph)	1805	3618	3618	1615	1805	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	1.7	17.1	34.0	1.3		9.1
Adj Reference Time (s)	9.0	21.1	38.0	12.0		13.1
Permitted Option						
Adj Saturation A (vph)	120	1809	1809		120	
Reference Time A (s)	24.9	17.1	34.0		52.9	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		24.9	34.0			
Adj Reference Time (s)		28.9	38.0			
Split Option						
Ref Time Combined (s)	1.7	17.1	34.0		3.5	
Ref Time Seperate (s)	1.7	17.1	34.0		3.5	
Reference Time (s)	17.1	17.1	34.0		3.5	
Adj Reference Time (s)	21.1	21.1	38.0		9.0	
Summary	EB WB			SB	Combined	
Protected Option (s)	47.0			NA		
Permitted Option (s)	38.0			Err		
Split Option (s)	59.1			9.0		
Minimum (s)	38.0			9.0	47.0	
Right Turns	WBR		SBR			
Adj Reference Time (s)	12.0		13.1			
Cross Thru Ref Time (s)	0.0		38.0			
Oncoming Left Ref Time (s)	9.0		0.0			
Combined (s)	21.0		51.0			

Intersection Summary

Intersection Capacity Utilization 42.5% ICU Level of Service A
Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection Capacity Utilization
7: La Costa Avenue & Romeria St

Timing Plan: AM























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	383	13	1	581	6	49	0	6	17	0	12
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0
Refr Cycle Length (s)	120											
Volume Combined (vph)	2	383	13	1	581	6	0	49	6	0	17	12
Lane Utilization Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Saturated Flow (vph)	1805	1900	1615	1805	3618	1615	0	1805	1615	0	1805	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	0.1	24.2	1.0	0.1	19.3	0.4			0.4			0.9
Adj Reference Time (s)	9.0	28.2	12.0	9.0	23.3	12.0			9.0			9.0
Permitted Option												
Adj Saturation A (vph)	120	1900		120	1809		0	120		0	120	
Reference Time A (s)	2.0	24.2		1.0	19.3		0.0	48.9		0.0	17.0	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		11.3	11.3		9.1	9.1	
Reference Time (s)		24.2			19.3			11.3			9.1	
Adj Reference Time (s)		28.2			23.3			15.3			13.1	
Split Option												
Ref Time Combined (s)	0.1	24.2		0.1	19.3		0.0	3.3		0.0	1.1	
Ref Time Seperate (s)	0.1	24.2		0.1	19.3		3.3	0.0		1.1	0.0	
Reference Time (s)	24.2	24.2		19.3	19.3		3.3	3.3		1.1	1.1	
Adj Reference Time (s)	28.2	28.2		23.3	23.3		9.0	9.0		9.0	9.0	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	37.2		NA									
Permitted Option (s)	28.2		15.3									
Split Option (s)	51.5		18.0									
Minimum (s)	28.2		15.3		43.4							
Right Turns	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	12.0	12.0	9.0	9.0								
Cross Thru Ref Time (s)	9.0	9.0	28.2	23.3								
Oncoming Left Ref Time (s)	9.0	9.0	9.0	9.0								
Combined (s)	30.0	30.0	46.2	41.3								

Intersection Summary

Intersection Capacity Utilization 38.5% ICU Level of Service A
Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection Capacity Utilization
9: La Costa Avenue & Cadencia St

Timing Plan: AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	38	364	5	12	430	25	5	4	17	49	2	100
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0
Refr Cycle Length (s)	120											
Volume Combined (vph)	38	364	5	12	430	25	0	9	17	0	51	100
Lane Utilization Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.97	0.85	0.95	0.95	0.85
Saturated Flow (vph)	1805	1900	1615	1805	3618	1615	0	1847	1615	0	1809	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00			0.00			0.00		
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	2.5	23.0	0.4	0.8	14.3	1.9	1.3			7.4		
Adj Reference Time (s)	9.0	27.0	12.0	9.0	18.3	12.0	9.0			11.4		
Permitted Option												
Adj Saturation A (vph)	120	1900	120		1809	0		193	0		124	
Reference Time A (s)	37.9	23.0	12.0		14.3	0.0		5.6	0.0		49.5	
Adj Saturation B (vph)	NA	NA	NA		NA	0		0	0		0	
Reference Time B (s)	NA	NA	NA		NA	8.3		8.6	11.3		11.4	
Reference Time (s)	37.9		14.3		5.6		11.4		11.4		15.4	
Adj Reference Time (s)	41.9		18.3		9.6		15.4		15.4		15.4	
Split Option												
Ref Time Combined (s)	2.5	23.0	0.8		14.3	0.0		0.6	0.0		3.4	
Ref Time Seperate (s)	2.5	23.0	0.8		14.3	0.3		0.3	3.3		0.1	
Reference Time (s)	23.0	23.0	14.3		14.3	0.6		0.6	3.4		3.4	
Adj Reference Time (s)	27.0	27.0	18.3		18.3	9.0		9.0	9.0		9.0	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	36.0		NA									
Permitted Option (s)	41.9		15.4									
Split Option (s)	45.3		18.0									
Minimum (s)	36.0		15.4		51.4							
Right Turns	EBR		WBR	NBR	SBR							
Adj Reference Time (s)	12.0		12.0	9.0	11.4							
Cross Thru Ref Time (s)	9.0		9.0	27.0	18.3							
Oncoming Left Ref Time (s)	9.0		9.0	9.0	9.0							
Combined (s)	30.0		30.0	45.0	38.7							

Intersection Summary

Intersection Capacity Utilization 42.8% ICU Level of Service A
Reference Times and Phasing Options do not represent an optimized timing plan.

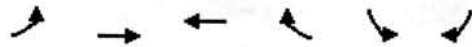
Intersection Capacity Utilization
3: La Costa Avenue & Nueva Castilla Way

Timing Plan: PM

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Volume (vph)	1019	82	14	619	31	13
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120					
Volume Combined (vph)	1019	82	14	619	31	13
Lane Utilization Factor	0.95	1.00	1.00	0.95	1.00	1.00
Turning Factor (vph)	1.00	0.85	0.95	1.00	0.95	0.85
Saturated Flow (vph)	3618	1615	1805	3618	1805	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	Yes			Yes	No	
Reference Time (s)	33.8	6.1	0.9	20.5		1.0
Adj Reference Time (s)	37.8	10.1	8.0	24.5		8.0
Permitted Option						
Adj Saturation A (vph)	1809		120	1809	120	
Reference Time A (s)	33.8		14.0	20.5	30.9	
Adj Saturation B (vph)	NA		NA	NA	NA	
Reference Time B (s)	NA		NA	NA	NA	
Reference Time (s)	33.8			20.5		
Adj Reference Time (s)	37.8			24.5		
Split Option						
Ref Time Combined (s)	33.8		0.9	20.5	2.1	
Ref Time Seperate (s)	33.8		0.9	20.5	2.1	
Reference Time (s)	33.8		20.5	20.5	2.1	
Adj Reference Time (s)	37.8		24.5	24.5	8.0	
Summary	EB WB			NB	Combined	
Protected Option (s)	45.8			NA		
Permitted Option (s)	37.8			Err		
Split Option (s)	62.3			8.0		
Minimum (s)	37.8			8.0	45.8	
Right Turns	EBR	NBR				
Adj Reference Time (s)	10.1	8.0				
Cross Thru Ref Time (s)	0.0	37.8				
Oncoming Left Ref Time (s)	8.0	0.0				
Combined (s)	18.1	45.8				
Intersection Summary						
Intersection Capacity Utilization	38.2%			ICU Level of Service	A	
Reference Times and Phasing Options do not represent an optimized timing plan.						

Intersection Capacity Utilization
4: La Costa Avenue & Viejo Castilla Wy

Timing Plan: PM
























Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↱	↰	↱	↰	↱
Volume (vph)	95	936	569	46	14	59
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	5.0	8.0	8.0	8.0	5.0	5.0
Refr Cycle Length (s)	120					
Volume Combined (vph)	95	936	569	46	14	59
Lane Utilization Factor	1.00	0.95	0.95	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	1.00	0.85	0.95	0.85
Saturated Flow (vph)	1805	3618	3618	1615	1805	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	6.3	31.0	18.9	3.4		4.4
Adj Reference Time (s)	10.3	35.0	22.9	12.0		9.0
Permitted Option						
Adj Saturation A (vph)	120	1809	1809		120	
Reference Time A (s)	94.7	31.0	18.9		14.0	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		94.7	18.9			
Adj Reference Time (s)		98.7	22.9			
Split Option						
Ref Time Combined (s)	6.3	31.0	18.9		0.9	
Ref Time Seperate (s)	6.3	31.0	18.9		0.9	
Reference Time (s)	31.0	31.0	18.9		0.9	
Adj Reference Time (s)	35.0	35.0	22.9		9.0	
Summary	EB WB			SB	Combined	
Protected Option (s)	35.0			NA		
Permitted Option (s)	98.7			Err		
Split Option (s)	57.9			9.0		
Minimum (s)	35.0			9.0	44.0	
Right Turns	WBR		SBR			
Adj Reference Time (s)	12.0		9.0			
Cross Thru Ref Time (s)	0.0		22.9			
Oncoming Left Ref Time (s)	10.3		0.0			
Combined (s)	22.3		31.9			

Intersection Summary

Intersection Capacity Utilization 36.7% ICU Level of Service A
Reference Times and Phasing Options do not represent an optimized timing plan.
























Intersection Capacity Utilization
7: La Costa Avenue & Romeria St

Timing Plan: PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	799	47	2	443	24	42	1	19	13	2	11
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0
Refr Cycle Length (s)	120											
Volume Combined (vph)	13	799	47	2	443	24	0	43	19	0	15	11
Lane Utilization Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.96	0.85
Saturated Flow (vph)	1805	1900	1615	1805	3618	1615	0	1807	1615	0	1818	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	0.9	50.5	3.5	0.1	14.7	1.8			1.4			0.8
Adj Reference Time (s)	9.0	54.5	12.0	9.0	18.7	12.0			9.0			9.0
Permitted Option												
Adj Saturation A (vph)	120	1900		120	1809		0	122		0	133	
Reference Time A (s)	13.0	50.5		2.0	14.7		0.0	42.2		0.0	13.5	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		10.8	10.9		8.9	9.0	
Reference Time (s)		50.5			14.7			10.9			9.0	
Adj Reference Time (s)		54.5			18.7			14.9			13.0	
Split Option												
Ref Time Combined (s)	0.9	50.5		0.1	14.7		0.0	2.9		0.0	1.0	
Ref Time Seperate (s)	0.9	50.5		0.1	14.7		2.8	0.1		0.9	0.1	
Reference Time (s)	50.5	50.5		14.7	14.7		2.9	2.9		1.0	1.0	
Adj Reference Time (s)	54.5	54.5		18.7	18.7		9.0	9.0		9.0	9.0	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	63.5		NA									
Permitted Option (s)	54.5		14.9									
Split Option (s)	73.2		18.0									
Minimum (s)	54.5		14.9		69.3							
Right Turns	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	12.0	12.0	9.0	9.0								
Cross Thru Ref Time (s)	9.0	9.0	54.5	18.7								
Oncoming Left Ref Time (s)	9.0	9.0	9.0	9.0								
Combined (s)	30.0	30.0	72.5	36.7								
Intersection Summary												
Intersection Capacity Utilization	60.4%		ICU Level of Service		B							
Reference Times and Phasing Options do not represent an optimized timing plan.												

Intersection Capacity Utilization
9: La Costa Avenue & Cadencia St

Timing Plan: PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	74	607	16	16	378	58	10	4	22	44	12	52
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0
Refr Cycle Length (s)	120											
Volume Combined (vph)	74	607	16	16	378	58	0	14	22	0	56	52
Lane Utilization Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.96	0.85	0.95	0.96	0.85
Saturated Flow (vph)	1805	1900	1615	1805	3618	1615	0	1832	1615	0	1825	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	4.9	38.3	1.2	1.1	12.5	4.3			1.6			3.9
Adj Reference Time (s)	9.0	42.3	12.0	9.0	16.5	12.0			9.0			9.0
Permitted Option												
Adj Saturation A (vph)	120	1900		120	1809		0	156		0	144	
Reference Time A (s)	73.8	38.3		16.0	12.5		0.0	10.8		0.0	46.6	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		8.7	8.9		10.9	11.7	
Reference Time (s)		73.8			16.0			8.9			11.7	
Adj Reference Time (s)		77.8			20.0			12.9			15.7	
Split Option												
Ref Time Combined (s)	4.9	38.3		1.1	12.5		0.0	0.9		0.0	3.7	
Ref Time Seperate (s)	4.9	38.3		1.1	12.5		0.7	0.3		2.9	0.8	
Reference Time (s)	38.3	38.3		12.5	12.5		0.9	0.9		3.7	3.7	
Adj Reference Time (s)	42.3	42.3		16.5	16.5		9.0	9.0		9.0	9.0	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	51.3		NA									
Permitted Option (s)	77.8		15.7									
Split Option (s)	58.9		18.0									
Minimum (s)	51.3		15.7		67.0							
Right Turns	EBR		WBR	NBR	SBR							
Adj Reference Time (s)	12.0		12.0	9.0	9.0							
Cross Thru Ref Time (s)	9.0		9.0	42.3	16.5							
Oncoming Left Ref Time (s)	9.0		9.0	9.0	9.0							
Combined (s)	30.0		30.0	60.3	34.5							

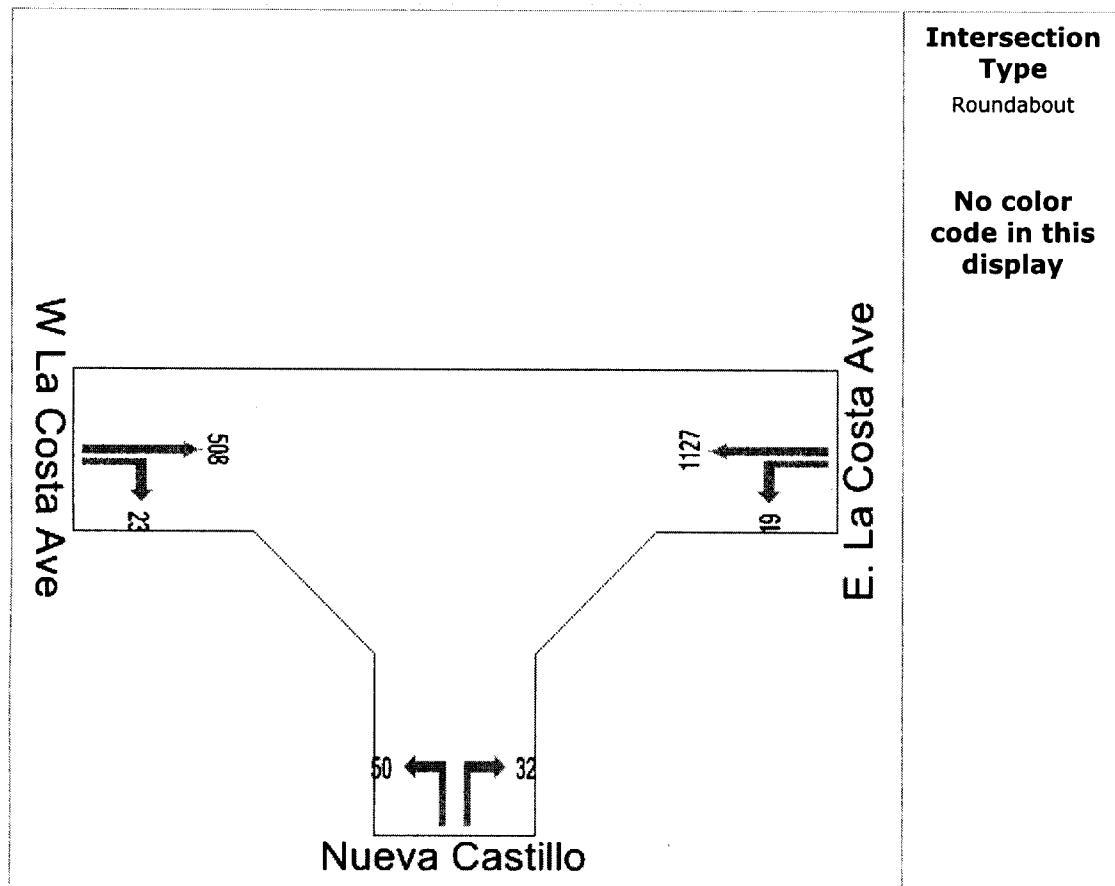
Intersection Summary

Intersection Capacity Utilization 55.8% ICU Level of Service B
Reference Times and Phasing Options do not represent an optimized timing plan.

Input Volumes

Total flow rates as given by the user (veh/60 min)

La Costa Ave Nueva Castilla Way - 2030 AM With Project



SIDRA SOLUTIONS

Site: 2030 AM With Project
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Table R.0 - Roundabout Basic Parameters

La Costa Ave Nueva Castilla Way
 2030 AM With Project
 Intersection ID: 1
 Roundabout

Circulating/Exiting Stream									
Cent	Circ	Insc	No.of	No.of	Av.Ent				
Island Width	Diam.	Circ.	Entry	Lane	Flow	%HV	Adjust.	%Exit	Cap.
O-D									
Diam		Lanes	Lanes	Width	(veh/		Flow	Incl.	
Constr. Factor				(ft)	h)		(pcu/h)		Effect
(ft)	(ft)	(ft)							
West: W La Costa Ave									
Environment Factor: 1.00 Entry/Circulating Flow Adjustment: Medium									
52	18	88	1	1	13.00	20	0.0	20	0 N
0.997									
South: Nueva Castillo									
Environment Factor: 1.00 Entry/Circulating Flow Adjustment: Medium									
52	18	88	1	1	13.00	535	0.0	535	0 N
0.980									
East: E. La Costa Ave									
Environment Factor: 1.00 Entry/Circulating Flow Adjustment: Medium									
52	18	88	1	1	13.00	53	0.0	53	0 N
0.991									

Table S.15 - Capacity and Level of Service

La Costa Ave Nueva Castilla Way
 2030 AM With Project
 Intersection ID: 1
 Roundabout

Mov ID	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	(ft)
West: W La Costa Ave								
2T	T	535	1499	0.357	6.8	A	3.4	84
2R	R	24	67	0.358	7.7	A	3.4	84
South: Nueva Castillo								
3L	L	53	522	0.102	14.9	A	0.7	17
8R	R	34	335	0.101	10.6	A	0.7	17
East: E. La Costa Ave								
1L	L	20	25	0.800	12.6	C	16.6	416
6T	T	1186	1475	0.804*	7.5	D	16.6	416
ALL VEHICLES:		1852		0.804		D	16.6	416

Level of Service calculations are based on
 v/c ratio (ICU criteria),
 independent of the current delay definition used.

For the criteria, refer to the "Level of Service" topic in the
 SIDRA Output Guide or the Output section of the on-line help.

* Maximum v/c ratio, or critical green periods

" Movement Level of service has been determined using adjacent lane
 v/c ratio rather than short lane v/c ratio (v/c=1.0)

Intersection Capacity Utilization
4: La Costa Avenue & Viejo Castilla Wy

Timing Plan: AM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑	↑		↰	↰
Volume (vph)	25	517	1024	18	53	122
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	5.0	8.0	8.0	4.0	5.0	5.0
Refr Cycle Length (s)	120					
Volume Combined (vph)	25	517	1042	0	53	122
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	1.00	0.85	0.95	0.85
Saturated Flow (vph)	1805	1900	1895	0	1805	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	1.7	32.7	66.0	0.0		9.1
Adj Reference Time (s)	9.0	36.7	70.0	0.0		13.1
Permitted Option						
Adj Saturation A (vph)	120	1900	1895		120	
Reference Time A (s)	24.9	32.7	66.0		52.9	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		32.7	66.0			
Adj Reference Time (s)		36.7	70.0			
Split Option						
Ref Time Combined (s)	1.7	32.7	66.0		3.5	
Ref Time Seperate (s)	1.7	32.7	64.8		3.5	
Reference Time (s)	32.7	32.7	66.0		3.5	
Adj Reference Time (s)	36.7	36.7	70.0		9.0	
Summary	EB WB			SB	Combined	
Protected Option (s)	79.0			NA		
Permitted Option (s)	70.0			Err		
Split Option (s)	106.6			9.0		
Minimum (s)	70.0			9.0	79.0	
Right Turns	SBR					
Adj Reference Time (s)	13.1					
Cross Thru Ref Time (s)	70.0					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	83.0					

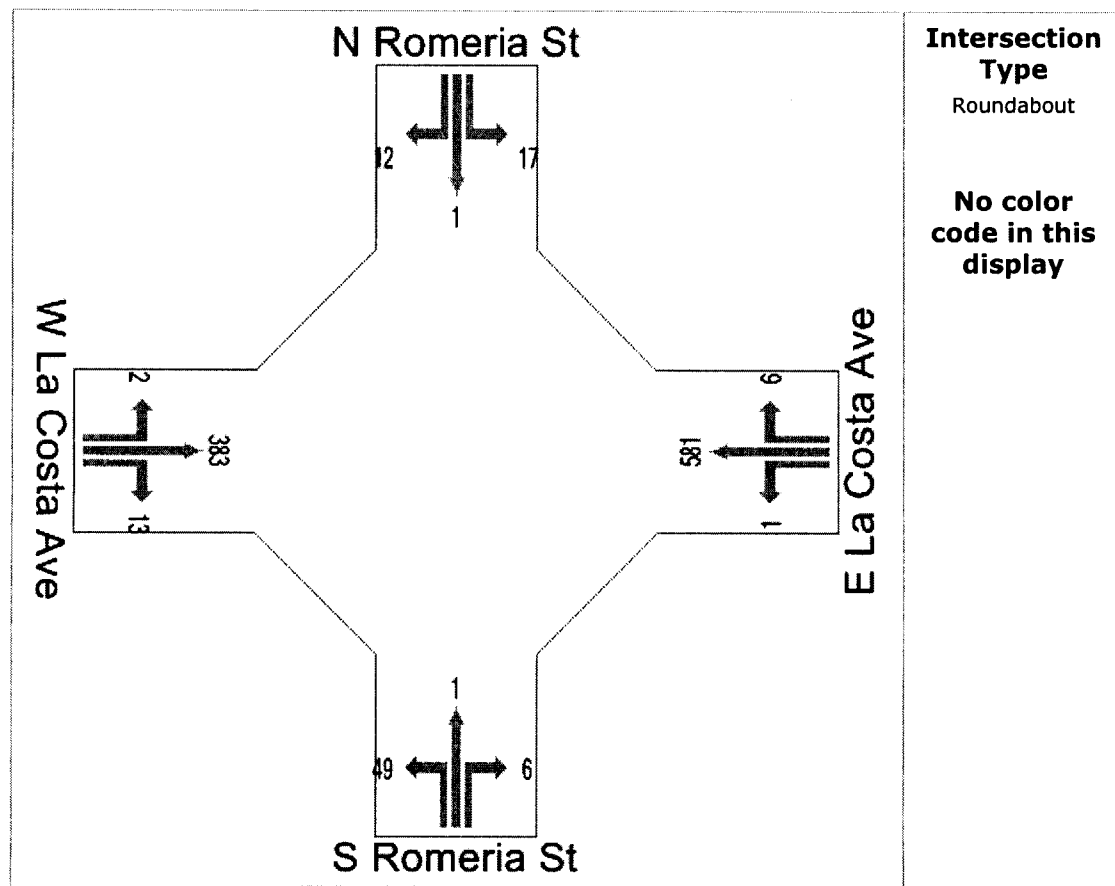
Intersection Summary

Intersection Capacity Utilization 69.2% ICU Level of Service C
Reference Times and Phasing Options do not represent an optimized timing plan.

Input Volumes

Total flow rates as given by the user (veh/60 min)

La Costa Ave Romeria St - 2030 AM With Project



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Site: 2030 AM With Project

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Table R.0 - Roundabout Basic Parameters

La Costa Ave Romeria St

2030 AM With Project

Intersection ID: 3

Roundabout

						Circulating/Exiting Stream				
Cent	Circ	Insc	No.of	No.of	Av.Ent	-----				

Island	Width	Diam.	Circ.	Entry	Lane	Flow	%HV	Adjust.	%Exit	Cap.
O-D										
Diam			Lanes	Lanes	Width	(veh/		Flow	Incl.	
Constr.	Factor									
(ft)	(ft)	(ft)			(ft)	h)		(pcu/h)		Effect

West: W La Costa Ave										
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium							
52	18	88	1	1	13.00	20	0.0	20	0	N
0.996										

South: S Romeria St										
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium							
52	18	88	1	1	13.00	423	0.0	423	0	N
0.987										

East: E La Costa Ave										
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium							
52	18	88	1	1	13.00	55	0.0	55	0	N
0.992										

North: N Romeria St										
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium							
52	18	88	1	1	13.00	664	0.0	664	0	N
0.949										

Table S.15 - Capacity and Level of Service

La Costa Ave Romeria St
 2030 AM With Project
 Intersection ID: 3
 Roundabout

Mov ID	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Queue (ft)
West: W La Costa Ave								
5L L		2	7	0.286	11.9	A	2.4	59
2T T		403	1483	0.272	6.8	A	2.4	59
2R R		14	52	0.269	7.7	A	2.4	59
South: S Romeria St								
3L L		52	824	0.063	14.0	A	0.4	10
8T T		1	16	0.062	8.9	A	0.4	10
8R R		6	95	0.063	9.8	A	0.4	10
East: E La Costa Ave								
1L L		1	2	0.500*	12.2	A	4.3	106
6T T		612	1422	0.430	7.0	A	4.3	106
6R R		6	14	0.429	7.9	A	4.3	106
North: N Romeria St								
7L L		18	424	0.042	15.7	A	0.3	7
4T T		1	24	0.042	10.5	A	0.3	7
4R R		13	306	0.042	11.4	A	0.3	7
ALL VEHICLES:		1129		0.500		A	4.3	106

Level of Service calculations are based on
 v/c ratio (ICU criteria),
 independent of the current delay definition used.























For the criteria, refer to the "Level of Service" topic in the
 SIDRA Output Guide or the Output section of the on-line help.

* Maximum v/c ratio, or critical green periods

" Movement Level of service has been determined using adjacent lane
 v/c ratio rather than short lane v/c ratio (v/c=1.0)

Intersection Capacity Utilization
9: La Costa Avenue & Cadencia St

Timing Plan: AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	38	364	5	12	430	25	5	4	17	49	2	100
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0
Refr Cycle Length (s)	120											
Volume Combined (vph)	38	364	5	12	430	25	0	9	17	0	51	100
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.97	0.85	0.95	0.95	0.85
Saturated Flow (vph)	1805	1900	1615	1805	1900	1615	0	1847	1615	0	1809	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00					0.00		0.00		0.00		
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	2.5	23.0	0.4	0.8	27.2	1.9				1.3	7.4	
Adj Reference Time (s)	9.0	27.0	12.0	9.0	31.2	12.0				9.0	11.4	
Permitted Option												
Adj Saturation A (vph)	120	1900			120	1900	0	193			0	124
Reference Time A (s)	37.9	23.0			12.0	27.2	0.0	5.6			0.0	49.5
Adj Saturation B (vph)	NA	NA			NA	NA	0	0			0	0
Reference Time B (s)	NA	NA			NA	NA	8.3	8.6			11.3	11.4
Reference Time (s)	37.9				27.2		5.6				11.4	
Adj Reference Time (s)	41.9				31.2		9.6				15.4	
Split Option												
Ref Time Combined (s)	2.5	23.0			0.8	27.2	0.0	0.6			0.0	3.4
Ref Time Seperate (s)	2.5	23.0			0.8	27.2	0.3	0.3			3.3	0.1
Reference Time (s)	23.0	23.0			27.2	27.2	0.6	0.6			3.4	3.4
Adj Reference Time (s)	27.0	27.0			31.2	31.2	9.0	9.0			9.0	9.0
Summary	EB WB			NB SB			Combined					
Protected Option (s)	40.2			NA								
Permitted Option (s)	41.9			15.4								
Split Option (s)	58.1			18.0								
Minimum (s)	40.2			15.4			55.5					
Right Turns	EBR			WBR			NBR			SBR		
Adj Reference Time (s)	12.0			12.0			9.0			11.4		
Cross Thru Ref Time (s)	9.0			9.0			27.0			31.2		
Oncoming Left Ref Time (s)	9.0			9.0			9.0			9.0		
Combined (s)	30.0			30.0			45.0			51.6		

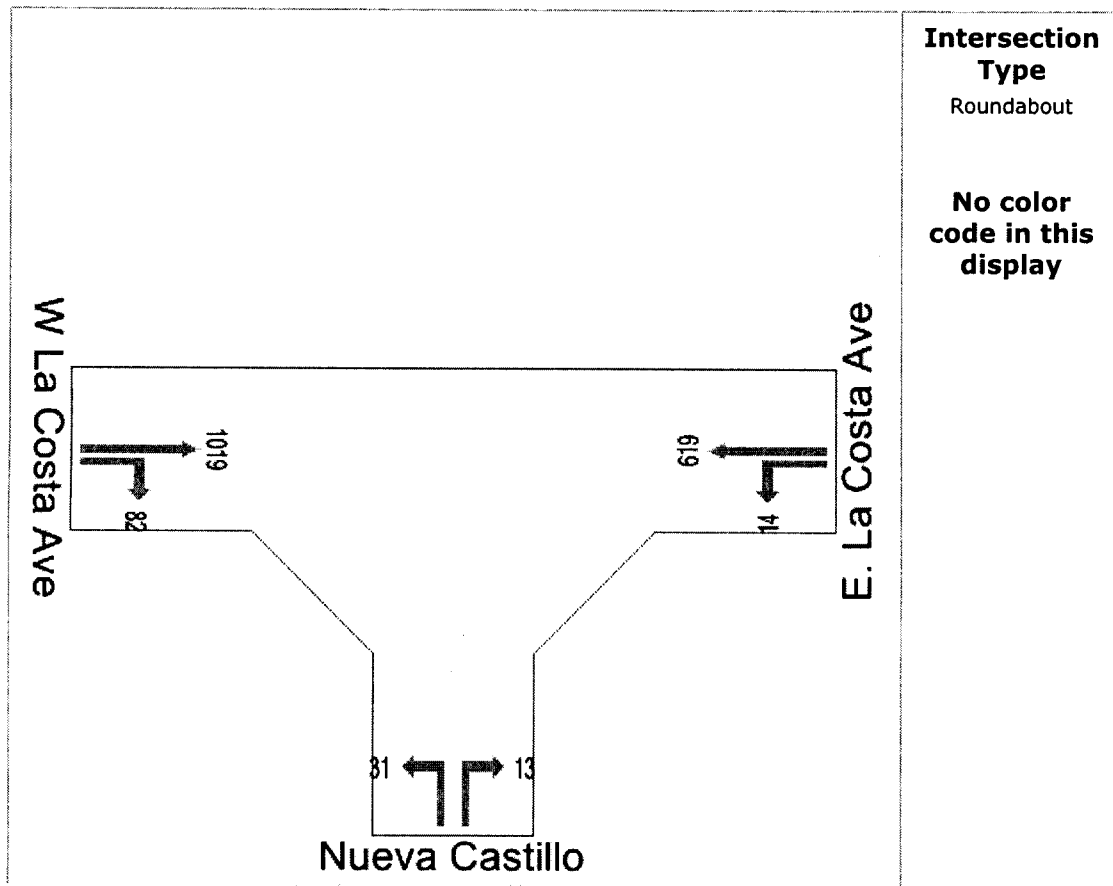
Intersection Summary

Intersection Capacity Utilization 46.3% ICU Level of Service A
Reference Times and Phasing Options do not represent an optimized timing plan.

Input Volumes

Total flow rates as given by the user (veh/60 min)

La Costa Ave Nueva Castilla Way - 2030 PM With Project



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Site: 2030 PM With Project

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Table R.0 - Roundabout Basic Parameters

La Costa Ave Nueva Castilla Way
 2030 PM With Project
 Intersection ID: 1
 Roundabout

Circulating/Exiting Stream									
Cent	Circ	Insc	No.of	No.of	Av.Ent				
Island Width	Diam.	Circ.	Entry Lane	Flow	%HV	Adjust.	%Exit	Cap.	
O-D									
Diam		Lanes	Lanes	Width	(veh/	Flow	Incl.		
Constr. Factor				(ft)	h)	(pcu/h)	Effect		
(ft)	(ft)	(ft)							
West: W La Costa Ave									
Environment Factor: 1.00 Entry/Circulating Flow Adjustment: Medium									
52	18	88	1	1	13.00	15	0.0	15	0 N
0.999									
South: Nueva Castillo									
Environment Factor: 1.00 Entry/Circulating Flow Adjustment: Medium									
52	18	88	1	1	13.00	1073	0.0	1073	0 N
0.925									
East: E. La Costa Ave									
Environment Factor: 1.00 Entry/Circulating Flow Adjustment: Medium									
52	18	88	1	1	13.00	33	0.0	33	0 N
0.992									

Table S.15 - Capacity and Level of Service

La Costa Ave Nueva Castilla Way
 2030 PM With Project
 Intersection ID: 1
 Roundabout

Mov ID	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs) (ft)
West: W La Costa Ave							
2T T		1073	1523	0.705*	6.8	C	10.8 270
2R R		86	122	0.705*	7.7	C	10.8 270
South: Nueva Castillo							
3L L		33	356	0.093	21.4	A	0.7 18
8R R		14	151	0.093	17.1	A	0.7 18
East: E. La Costa Ave							
1L L		15	34	0.441	12.0	A	4.9 122
6T T		652	1483	0.440	6.9	A	4.9 122
ALL VEHICLES:		1873		0.705		C	10.8 270

Level of Service calculations are based on
 v/c ratio (ICU criteria),
 independent of the current delay definition used.

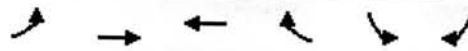
For the criteria, refer to the "Level of Service" topic in the
 SIDRA Output Guide or the Output section of the on-line help.

* Maximum v/c ratio, or critical green periods

" Movement Level of service has been determined using adjacent lane
 v/c ratio rather than short lane v/c ratio (v/c=1.0)

Intersection Capacity Utilization
4: La Costa Avenue & Viejo Castilla Wy

Timing Plan: PM

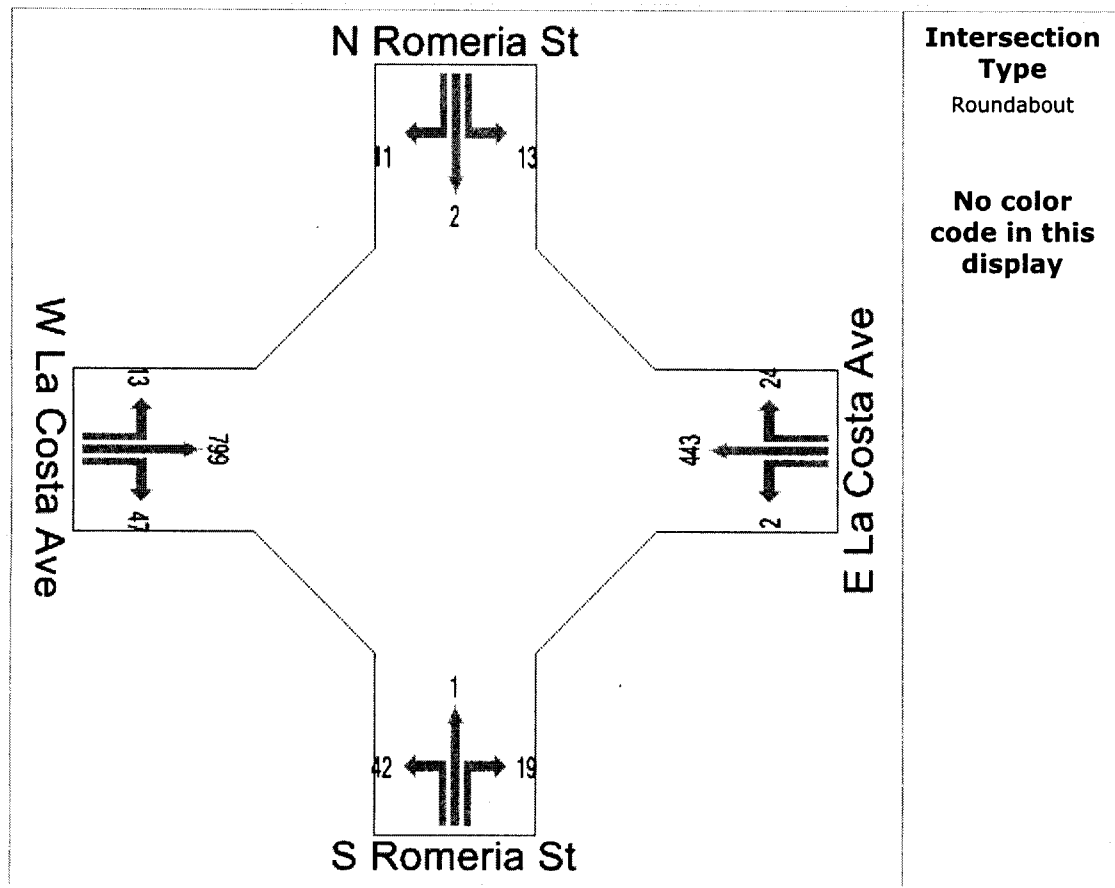


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑	↑	↰	↰	↰
Volume (vph)	95	936	569	46	14	59
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	5.0	8.0	8.0	8.0	5.0	5.0
Refr Cycle Length (s)	120					
Volume Combined (vph)	95	936	569	46	14	59
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	1.00	0.85	0.95	0.85
Saturated Flow (vph)	1805	1900	1900	1615	1805	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	6.3	59.1	35.9	3.4		4.4
Adj Reference Time (s)	10.3	63.1	39.9	12.0		9.0
Permitted Option						
Adj Saturation A (vph)	120	1900	1900		120	
Reference Time A (s)	94.7	59.1	35.9		14.0	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		94.7	35.9			
Adj Reference Time (s)		98.7	39.9			
Split Option						
Ref Time Combined (s)	6.3	59.1	35.9		0.9	
Ref Time Seperate (s)	6.3	59.1	35.9		0.9	
Reference Time (s)	59.1	59.1	35.9		0.9	
Adj Reference Time (s)	63.1	63.1	39.9		9.0	
Summary	EB WB			SB	Combined	
Protected Option (s)	63.1			NA		
Permitted Option (s)	98.7			Err		
Split Option (s)	103.1			9.0		
Minimum (s)	63.1			9.0	72.1	
Right Turns	WBR		SBR			
Adj Reference Time (s)	12.0		9.0			
Cross Thru Ref Time (s)	0.0		39.9			
Oncoming Left Ref Time (s)	10.3		0.0			
Combined (s)	22.3		48.9			
Intersection Summary						
Intersection Capacity Utilization	60.1%		ICU Level of Service		B	
Reference Times and Phasing Options do not represent an optimized timing plan.						

Input Volumes

Total flow rates as given by the user (veh/60 min)

La Costa Ave Romeria St - 2030 PM With Project



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Site: 2030 PM With Project

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Table R.0 - Roundabout Basic Parameters

La Costa Ave Romeria St
 2030 PM With Project
 Intersection ID: 3
 Roundabout

Circulating/Exiting Stream										
Cent	Circ	Insc	No.of	No.of	Av.Ent	-----				

Island	Width	Diam.	Circ.	Entry	Lane	Flow	%HV	Adjust.	%Exit	Cap.
O-D										
Diam			Lanes	Lanes	Width	(veh/		Flow	Incl.	
Constr.	Factor				(ft)	h)		(pcu/h)		Effect
(ft)	(ft)	(ft)								

West: W La Costa Ave										
Environment Factor: 1.00 Entry/Circulating Flow Adjustment: Medium										
52	18	88	1	1	13.00	18	0.0	18	0	N
0.997										

South: S Romeria St										
Environment Factor: 1.00 Entry/Circulating Flow Adjustment: Medium										
52	18	88	1	1	13.00	868	0.0	868	0	N
0.948										

East: E La Costa Ave										
Environment Factor: 1.00 Entry/Circulating Flow Adjustment: Medium										
52	18	88	1	1	13.00	59	0.0	59	0	N
0.991										

North: N Romeria St										
Environment Factor: 1.00 Entry/Circulating Flow Adjustment: Medium										
52	18	88	1	1	13.00	513	0.0	513	0	N
0.967										

Table S.15 - Capacity and Level of Service

La Costa Ave Romeria St
 2030 PM With Project
 Intersection ID: 3
 Roundabout

Mov ID	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	(ft)
West: W La Costa Ave								
5L L		14	25	0.560	11.9	A	6.9	173
2T T		841	1501	0.560	6.8	A	6.9	173
2R R		49	87	0.563*	7.7	A	6.9	173
South: S Romeria St								
3L L		44	432	0.102	18.0	A	0.8	19
8T T		1	10	0.100	12.9	A	0.8	19
8R R		20	196	0.102	13.8	A	0.8	19
East: E La Costa Ave								
1L L		2	6	0.333	12.2	A	3.2	80
6T T		466	1328	0.351	7.0	A	3.2	80
6R R		25	71	0.352	7.9	A	3.2	80
North: N Romeria St								
7L L		14	429	0.033	14.5	A	0.2	5
4T T		2	61	0.033	9.4	A	0.2	5
4R R		12	368	0.033	10.3	A	0.2	5
ALL VEHICLES:		1490		0.563		A	6.9	173

Level of Service calculations are based on
 v/c ratio (ICU criteria),
 independent of the current delay definition used.























For the criteria, refer to the "Level of Service" topic in the
 SIDRA Output Guide or the Output section of the on-line help.

* Maximum v/c ratio, or critical green periods

" Movement Level of service has been determined using adjacent lane
 v/c ratio rather than short lane v/c ratio (v/c=1.0)

Intersection Capacity Utilization
9: La Costa Avenue & Cadencia St

Timing Plan: PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations							10			44		
Volume (vph)	74	607	16	16	378	58	10	4	22	44	12	52
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0
Refr Cycle Length (s)	120											
Volume Combined (vph)	74	607	16	16	378	58	0	14	22	0	56	52
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.96	0.85	0.95	0.96	0.85
Saturated Flow (vph)	1805	1900	1615	1805	1900	1615	0	1832	1615	0	1825	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00					0.00		0.00		0.00		
Protected Option Allowed	Yes					Yes		No		No		
Reference Time (s)	4.9	38.3	1.2	1.1	23.9	4.3			1.6	3.9		
Adj Reference Time (s)	9.0	42.3	12.0	9.0	27.9	12.0			9.0	9.0		
Permitted Option												
Adj Saturation A (vph)	120	1900			120	1900	0	156			0	144
Reference Time A (s)	73.8	38.3			16.0	23.9	0.0	10.8			0.0	46.6
Adj Saturation B (vph)	NA	NA			NA	NA	0	0			0	0
Reference Time B (s)	NA	NA			NA	NA	8.7	8.9			10.9	11.7
Reference Time (s)	73.8				23.9		8.9				11.7	
Adj Reference Time (s)	77.8				27.9		12.9				15.7	
Split Option												
Ref Time Combined (s)	4.9	38.3			1.1	23.9	0.0	0.9			0.0	3.7
Ref Time Seperate (s)	4.9	38.3			1.1	23.9	0.7	0.3			2.9	0.8
Reference Time (s)	38.3	38.3			23.9	23.9	0.9	0.9			3.7	3.7
Adj Reference Time (s)	42.3	42.3			27.9	27.9	9.0	9.0			9.0	9.0
Summary	EB WB		NB SB		Combined							
Protected Option (s)	51.3		NA									
Permitted Option (s)	77.8		15.7									
Split Option (s)	70.2		18.0									
Minimum (s)	51.3		15.7		67.0							
Right Turns	EBR		WBR	NBR	SBR							
Adj Reference Time (s)	12.0		12.0	9.0	9.0							
Cross Thru Ref Time (s)	9.0		9.0	42.3	27.9							
Oncoming Left Ref Time (s)	9.0		9.0	9.0	9.0							
Combined (s)	30.0		30.0	60.3	45.9							
Intersection Summary												
Intersection Capacity Utilization			55.8%		ICU Level of Service			B				
Reference Times and Phasing Options do not represent an optimized timing plan.												

Additional Roundabout Locations

Input Volumes

Total flow rates as given by the user (veh/60 min)

La Costa Ave Cadencia St

Ex AM With Project

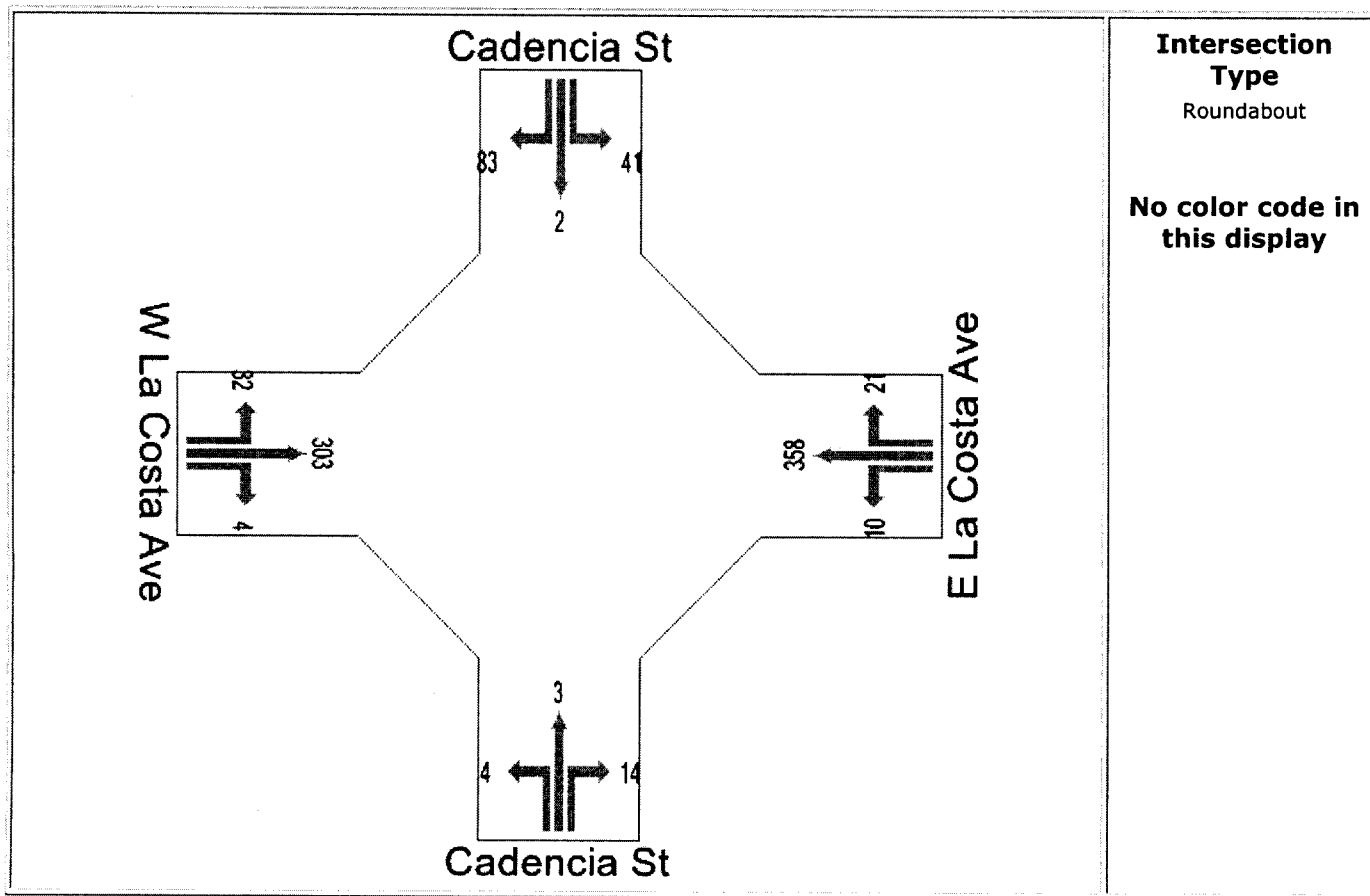


Table R.0 - Roundabout Basic Parameters

La Costa Ave Cadencia St
 Ex AM With Project
 Intersection ID: 3
 Roundabout

						Circulating/Exiting Stream					
Cent Island Diam (ft)	Circ Width (ft)	Insc Diam. (ft)	No.of Circ. Lanes	No.of Entry Lanes	Av.Ent Lane Width (ft)	Flow (veh/ h)	%HV	Adjust. Flow (pcu/h)	%Exit Incl.	Cap. Constr. Effect	O-D Factor
West: W La Costa Ave											
Environment Factor: 1.00						Entry/Circulating Flow Adjustment: Medium					
52	18	88	1	1	13.00	56	0.0	56	0	N	0.993
South: Cadencia St											
Environment Factor: 1.00						Entry/Circulating Flow Adjustment: Medium					
52	18	88	1	1	13.00	396	0.0	396	0	N	0.981
East: E La Costa Ave											
Environment Factor: 1.00						Entry/Circulating Flow Adjustment: Medium					
52	18	88	1	1	13.00	41	0.0	41	0	N	0.998
North: Cadencia St											
Environment Factor: 1.00						Entry/Circulating Flow Adjustment: Medium					
52	18	88	1	1	13.00	392	0.0	392	0	N	0.983

Table S.15 - Capacity and Level of Service

La Costa Ave Cadencia St
Ex AM With Project
Intersection ID: 3
Roundabout

Mov ID	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Queue (ft)
West: W La Costa Ave								
5L	L	34	132	0.258	12.1	A	2.1	51
2T	T	319	1242	0.257	7.0	A	2.1	51
2R	R	4	16	0.250	7.9	A	2.1	51
South: Cadencia St								
3L	L	4	172	0.023	13.8	A	0.1	4
8T	T	3	129	0.023	8.6	A	0.1	4
8R	R	15	646	0.023	9.5	A	0.1	4
East: E La Costa Ave								
1L	L	11	39	0.282*	12.0	A	2.2	55
6T	T	377	1336	0.282*	6.9	A	2.2	55
6R	R	22	78	0.282*	7.8	A	2.2	55
North: Cadencia St								
7L	L	43	310	0.139	14.0	A	0.9	23
4T	T	2	14	0.143	8.9	A	0.9	23
4R	R	87	628	0.139	9.8	A	0.9	23
ALL VEHICLES:		921		0.282		A	2.2	55

Level of Service calculations are based on
v/c ratio (ICU criteria),
independent of the current delay definition used.

For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.

* Maximum v/c ratio, or critical green periods

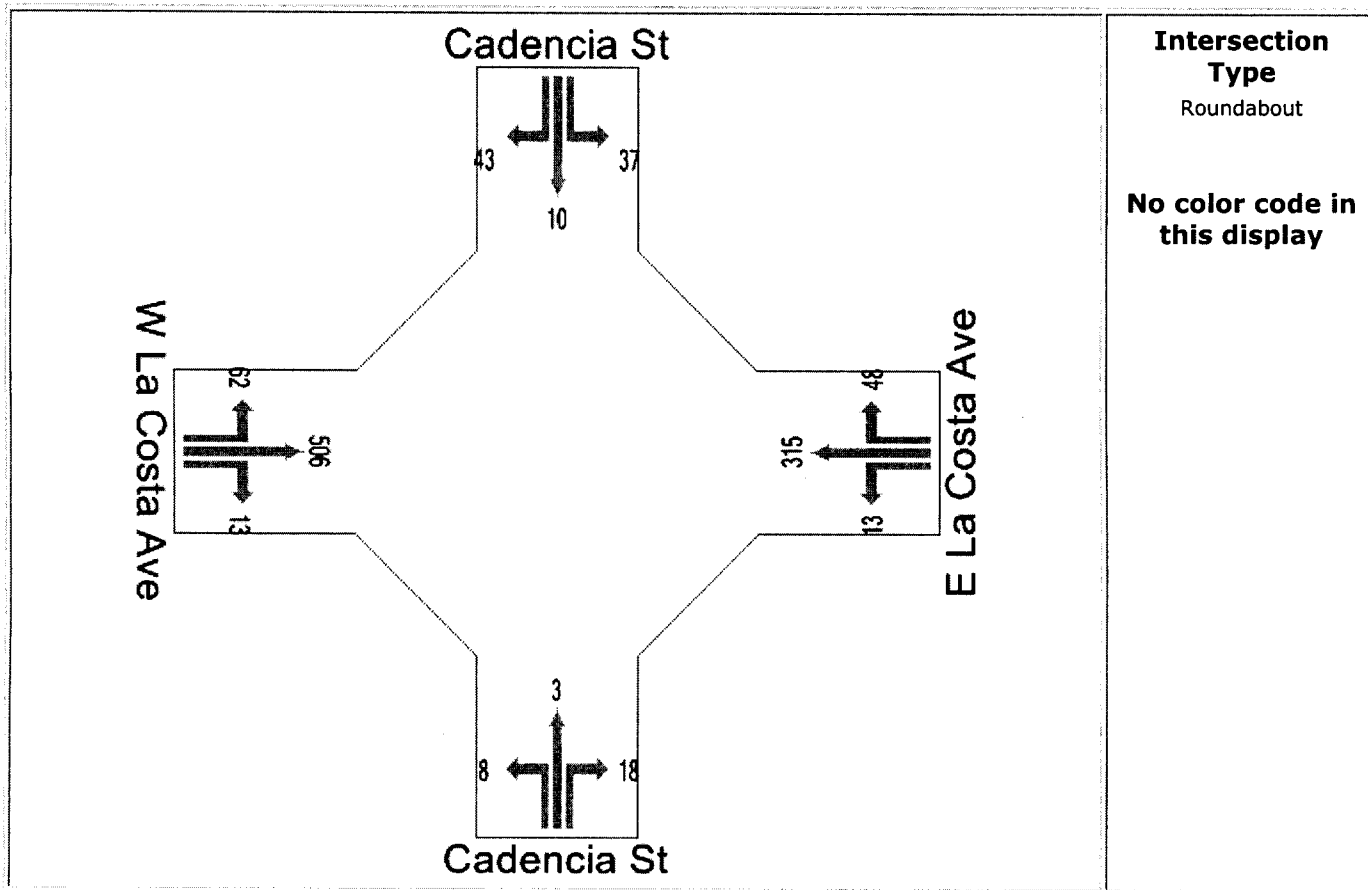
" Movement Level of service has been determined using adjacent lane
v/c ratio rather than short lane v/c ratio (v/c=1.0)

Input Volumes

Total flow rates as given by the user (veh/60 min)

La Costa Ave Cadencia St

Ex PM With Project



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Site: Ex PM With Project

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Table R.0 - Roundabout Basic Parameters

La Costa Ave Cadencia St
 Ex PM With Project
 Intersection ID: 3
 Roundabout

						Circulating/Exiting Stream					
Cent Island Diam (ft)	Circ Width (ft)	Insc Diam. (ft)	No.of Circ. Lanes	No.of Entry Lanes	Av.Ent Lane Width (ft)	Flow (veh/ h)	%HV	Adjust. Flow (pcu/h)	%Exit Incl.	Cap. Constr. Effect	O-D Factor
West: W La Costa Ave											
Environment Factor: 1.00						Entry/Circulating Flow Adjustment: Medium					
52	18	88	1	1	13.00	63	0.0	63	0	N	0.993
South: Cadencia St											
Environment Factor: 1.00						Entry/Circulating Flow Adjustment: Medium					
52	18	88	1	1	13.00	637	0.0	637	0	N	0.949
East: E La Costa Ave											
Environment Factor: 1.00						Entry/Circulating Flow Adjustment: Medium					
52	18	88	1	1	13.00	77	0.0	77	0	N	0.995
North: Cadencia St											
Environment Factor: 1.00						Entry/Circulating Flow Adjustment: Medium					
52	18	88	1	1	13.00	354	0.0	354	0	N	0.978

Table S.15 - Capacity and Level of Service

La Costa Ave Cadencia St
 Ex PM With Project
 Intersection ID: 3
 Roundabout

Mov ID	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Queue (ft)
West: W La Costa Ave								
5L L		65	150	0.433	12.2	A	4.2	104
2T T		533	1233	0.432	7.1	A	4.2	104
2R R		14	32	0.438*	8.0	A	4.2	104
South: Cadencia St								
3L L		8	205	0.039	15.4	A	0.3	7
8T T		3	77	0.039	10.3	A	0.3	7
8R R		19	487	0.039	11.2	A	0.3	7
East: E La Costa Ave								
1L L		14	48	0.292	12.3	A	2.3	58
6T T		332	1128	0.294	7.1	A	2.3	58
6R R		51	173	0.295	8.0	A	2.3	58
North: Cadencia St								
7L L		39	400	0.097	13.7	A	0.7	16
4T T		11	113	0.097	8.6	A	0.7	16
4R R		45	461	0.098	9.4	A	0.7	16
ALL VEHICLES:		1134		0.438		A	4.2	104

Level of Service calculations are based on

v/c ratio (ICU criteria),

independent of the current delay definition used.

For the criteria, refer to the "Level of Service" topic in the SIDRA Output Guide or the Output section of the on-line help.

* Maximum v/c ratio, or critical green periods

" Movement Level of service has been determined using adjacent lane v/c ratio rather than short lane v/c ratio (v/c=1.0)

Input Volumes

Total flow rates as given by the user (veh/60 min)

La Costa Ave Cadencia St

2030 AM With Project

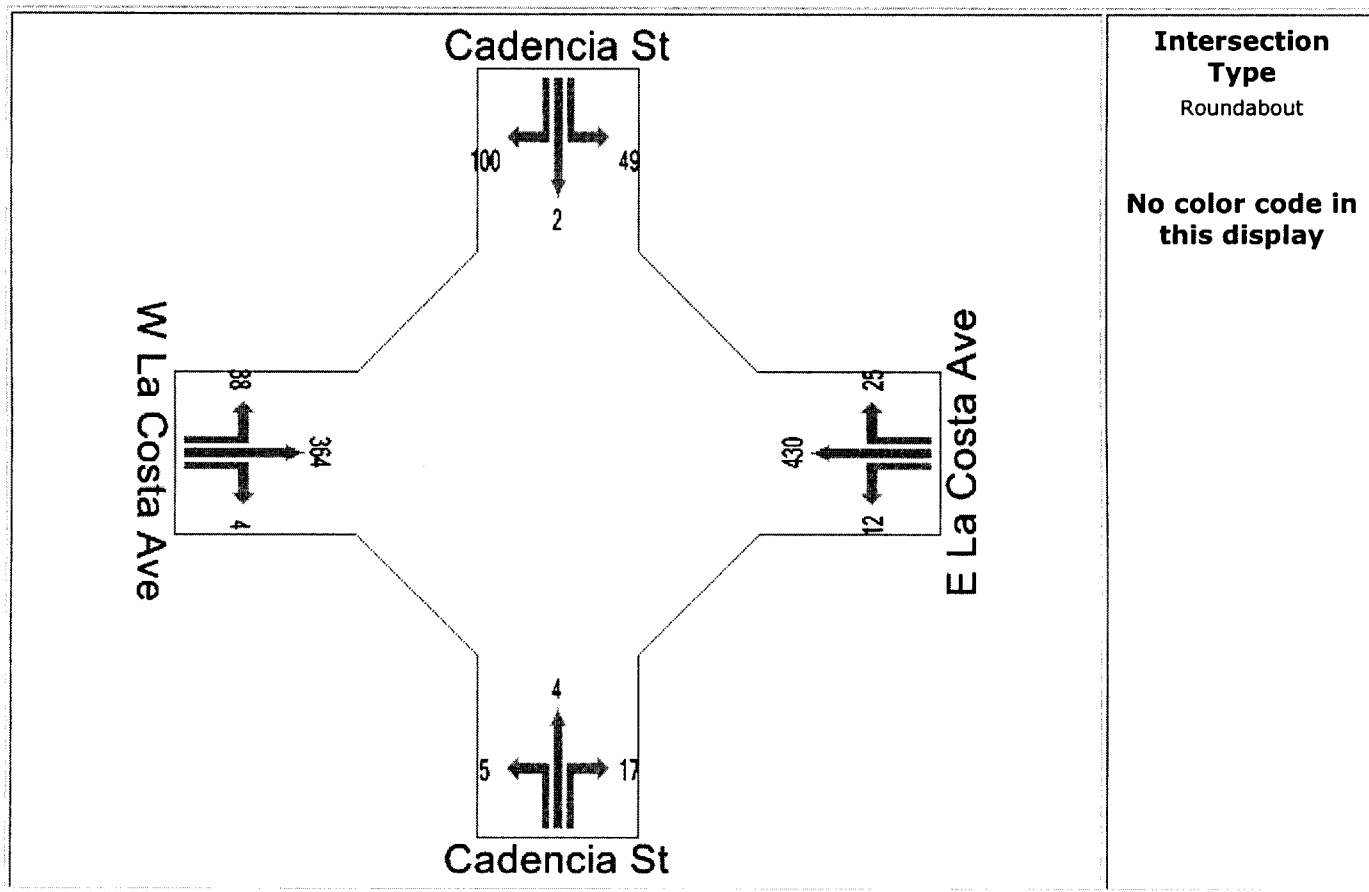


Table R.0 - Roundabout Basic Parameters

La Costa Ave Cadencia St
 2030 AM With Project
 Intersection ID: 3
 Roundabout

Cent Island Diam (ft)	Circ Width (ft)	Insc Diam. (ft)	No.of Circ. Lanes	No.of Entry Lanes	Av.Ent Lane Width (ft)	Circulating/Exiting Stream					O-D Factor
						Flow (veh/ h)	%HV	Adjust. Flow (pcu/h)	%Exit Incl.	Cap. Constr. Effect	
West: W La Costa Ave											
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium								
52	18	88	1	1	13.00	66	0.0	66	0	N	0.991
South: Cadencia St											
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium								
52	18	88	1	1	13.00	475	0.0	475	0	N	0.972
East: E La Costa Ave											
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium								
52	18	88	1	1	13.00	49	0.0	49	0	N	0.997
North: Cadencia St											
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium								
52	18	88	1	1	13.00	471	0.0	471	0	N	0.975

Table S.15 - Capacity and Level of Service

La Costa Ave Cadencia St
 2030 AM With Project
 Intersection ID: 3
 Roundabout

Mov ID	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Queue (ft)
West: W La Costa Ave								
5L	L	40	129	0.310	12.2	A	2.6	66
2T	T	383	1233	0.311	7.1	A	2.6	66
2R	R	4	13	0.308	7.9	A	2.6	66
South: Cadencia St								
3L	L	5	164	0.030	14.2	A	0.2	5
8T	T	4	131	0.031	9.1	A	0.2	5
8R	R	18	591	0.030	10.0	A	0.2	5
East: E La Costa Ave								
1L	L	13	38	0.342*	12.1	A	2.8	71
6T	T	453	1326	0.342*	7.0	A	2.8	71
6R	R	26	76	0.342*	7.9	A	2.8	71
North: Cadencia St								
7L	L	52	292	0.178	14.6	A	1.3	31
4T	T	2	11	0.182	9.5	A	1.3	31
4R	R	105	589	0.178	10.4	A	1.3	31
ALL VEHICLES:		1105		0.342		A	2.8	71

Level of Service calculations are based on
 v/c ratio (ICU criteria),
 independent of the current delay definition used.

For the criteria, refer to the "Level of Service" topic in the
 SIDRA Output Guide or the Output section of the on-line help.

* Maximum v/c ratio, or critical green periods

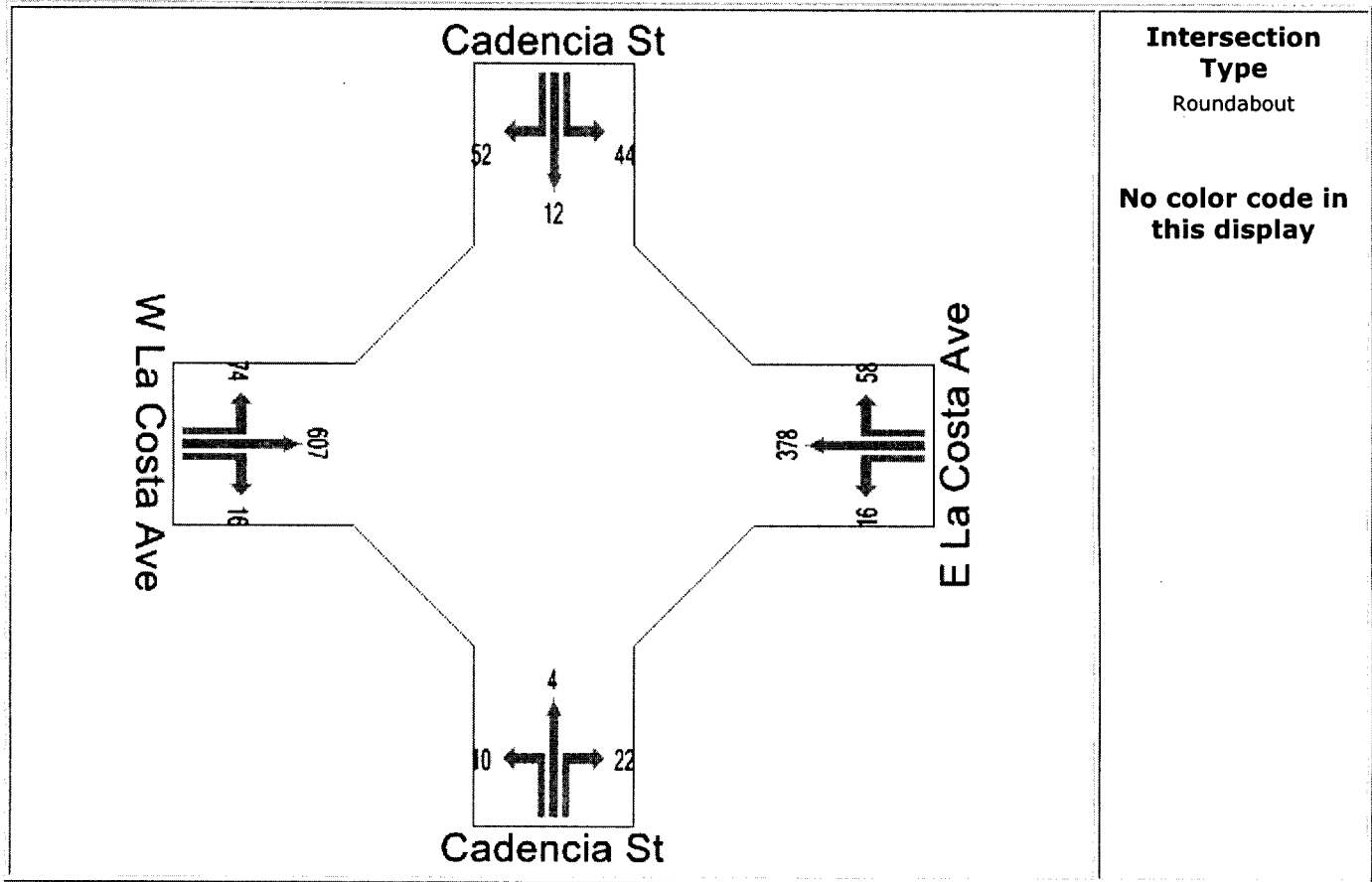
" Movement Level of service has been determined using adjacent lane
 v/c ratio rather than short lane v/c ratio (v/c=1.0)

Input Volumes

Total flow rates as given by the user (veh/60 min)

La Costa Ave Cadencia St

2030 PM With Project



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Site: 2030 PM With Project

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Table R.0 - Roundabout Basic Parameters

La Costa Ave Cadencia St
 2030 PM With Project
 Intersection ID: 3
 Roundabout

Cent Island Diam (ft)	Circ Width (ft)	Insc Diam. (ft)	No.of Circ. Lanes	No.of Entry Lanes	Av.Ent Lane Width (ft)	Circulating/Exiting Stream					
						Flow (veh/ h)	%HV	Adjust. Flow (pcu/h)	%Exit Incl.	Cap. Constr. Effect	O-D Factor
West: W La Costa Ave											
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium								
52	18	88	1	1	13.00	76	0.0	76	0	N	0.991
South: Cadencia St											
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium								
52	18	88	1	1	13.00	763	0.0	763	0	N	0.914
East: E La Costa Ave											
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium								
52	18	88	1	1	13.00	93	0.0	93	0	N	0.993
North: Cadencia St											
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium								
52	18	88	1	1	13.00	425	0.0	425	0	N	0.967

Table S.15 - Capacity and Level of Service

La Costa Ave Cadencia St
 2030 PM With Project
 Intersection ID: 3
 Roundabout

Mov ID	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	(ft)
West: W La Costa Ave								
5L	L	78	149	0.523	12.4	A	5.7	143
2T	T	639	1217	0.525	7.3	A	5.7	143
2R	R	17	32	0.531*	8.2	A	5.7	143
South: Cadencia St								
3L	L	11	194	0.057	16.6	A	0.4	10
8T	T	4	71	0.056	11.5	A	0.4	10
8R	R	23	407	0.057	12.4	A	0.4	10
East: E La Costa Ave								
1L	L	17	47	0.362	12.4	A	3.1	76
6T	T	398	1110	0.359	7.3	A	3.1	76
6R	R	61	170	0.359	8.1	A	3.1	76
North: Cadencia St								
7L	L	46	369	0.125	14.2	A	0.9	22
4T	T	13	104	0.125	9.1	A	0.9	22
4R	R	55	441	0.125	9.9	A	0.9	22
ALL VEHICLES:		1362		0.531		A	5.7	143

Level of Service calculations are based on
 v/c ratio (ICU criteria),
 independent of the current delay definition used.

For the criteria, refer to the "Level of Service" topic in the
 SIDRA Output Guide or the Output section of the on-line help.

* Maximum v/c ratio, or critical green periods

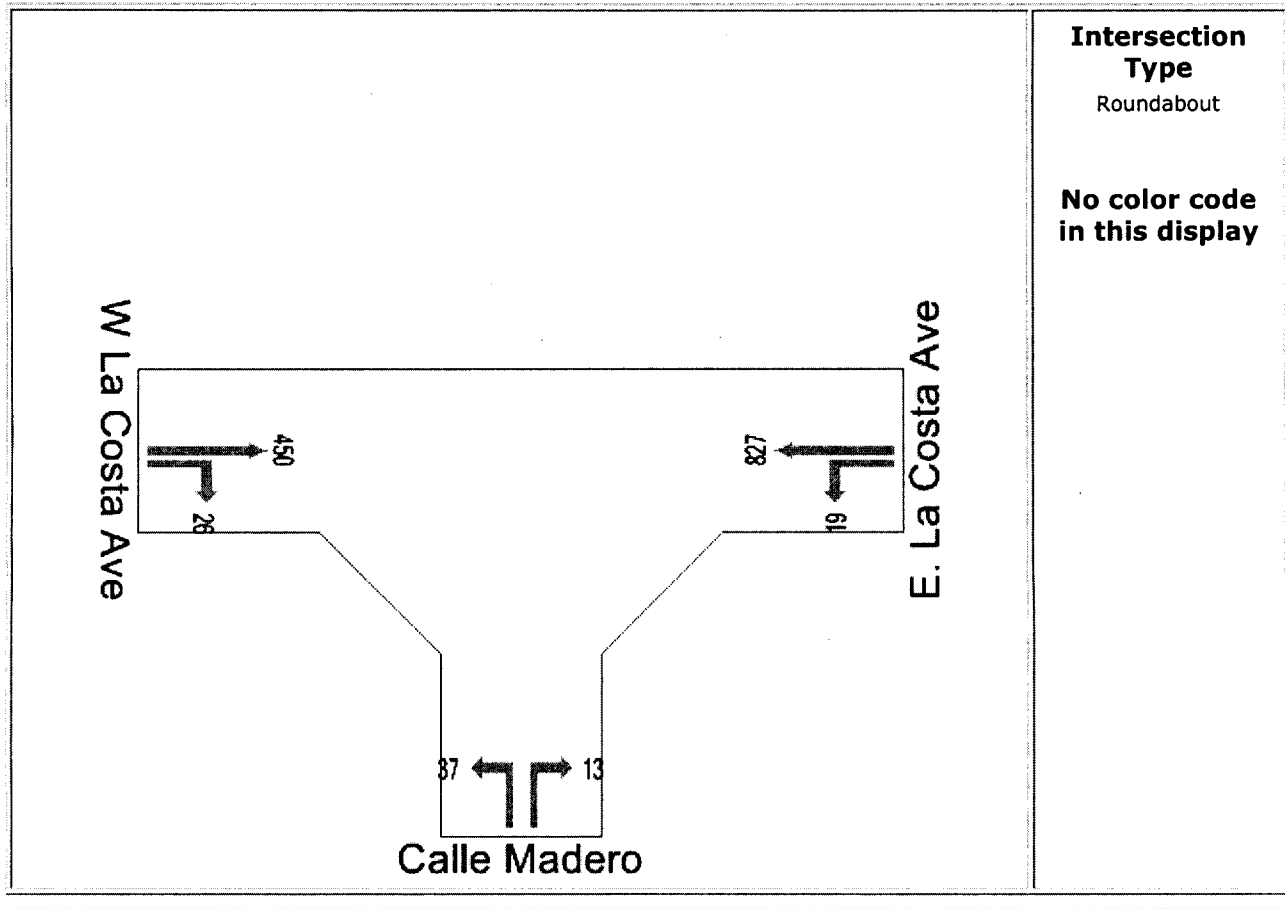
" Movement Level of service has been determined using adjacent lane
 v/c ratio rather than short lane v/c ratio (v/c=1.0)

Input Volumes

Total flow rates as given by the user (veh/60 min)

La Costa Ave Calle Madero

Ex AM With Project



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Table R.0 - Roundabout Basic Parameters

La Costa Ave Calle Madero
 Ex AM With Project
 Intersection ID: 1
 Roundabout

Circulating/Exiting Stream											
Cent Island Diam (ft)	Circ Width (ft)	Insc Diam (ft)	No.of Circ. Lanes	No.of Entry Lanes	Av.Ent Lane Width (ft)	Flow (veh/ h)	%HV	Adjust. Flow (pcu/h)	%Exit Incl.	Cap. Constr. Effect	O-D Factor
West: W La Costa Ave											
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium								
52	18	88	1	1	13.00	20	0.0	20	0	N	0.998
South: Calle Madero											
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium								
52	18	88	1	1	13.00	474	0.0	474	0	N	0.985
East: E. La Costa Ave											
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium								
52	18	88	1	1	13.00	39	0.0	39	0	N	0.994

Table S.15 - Capacity and Level of Service

La Costa Ave Calle Madero
 Ex AM With Project
 Intersection ID: 1
 Roundabout

Mov ID	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Queue (ft)
West: W La Costa Ave								
2T	T	474	1476	0.321	6.8	A	2.7	67
2R	R	27	84	0.321	7.7	A	2.7	67
South: Calle Madero								
3L	L	39	662	0.059	14.3	A	0.4	10
8R	R	14	238	0.059	10.1	A	0.4	10
East: E. La Costa Ave								
1L	L	20	34	0.588*	12.1	A	7.4	186
6T	T	871	1487	0.586	7.0	A	7.4	186
ALL VEHICLES:		1445		0.588		A	7.4	186

Level of Service calculations are based on
 v/c ratio (ICU criteria),

independent of the current delay definition used.

For the criteria, refer to the "Level of Service" topic in the
 SIDRA Output Guide or the Output section of the on-line help.

* Maximum v/c ratio, or critical green periods

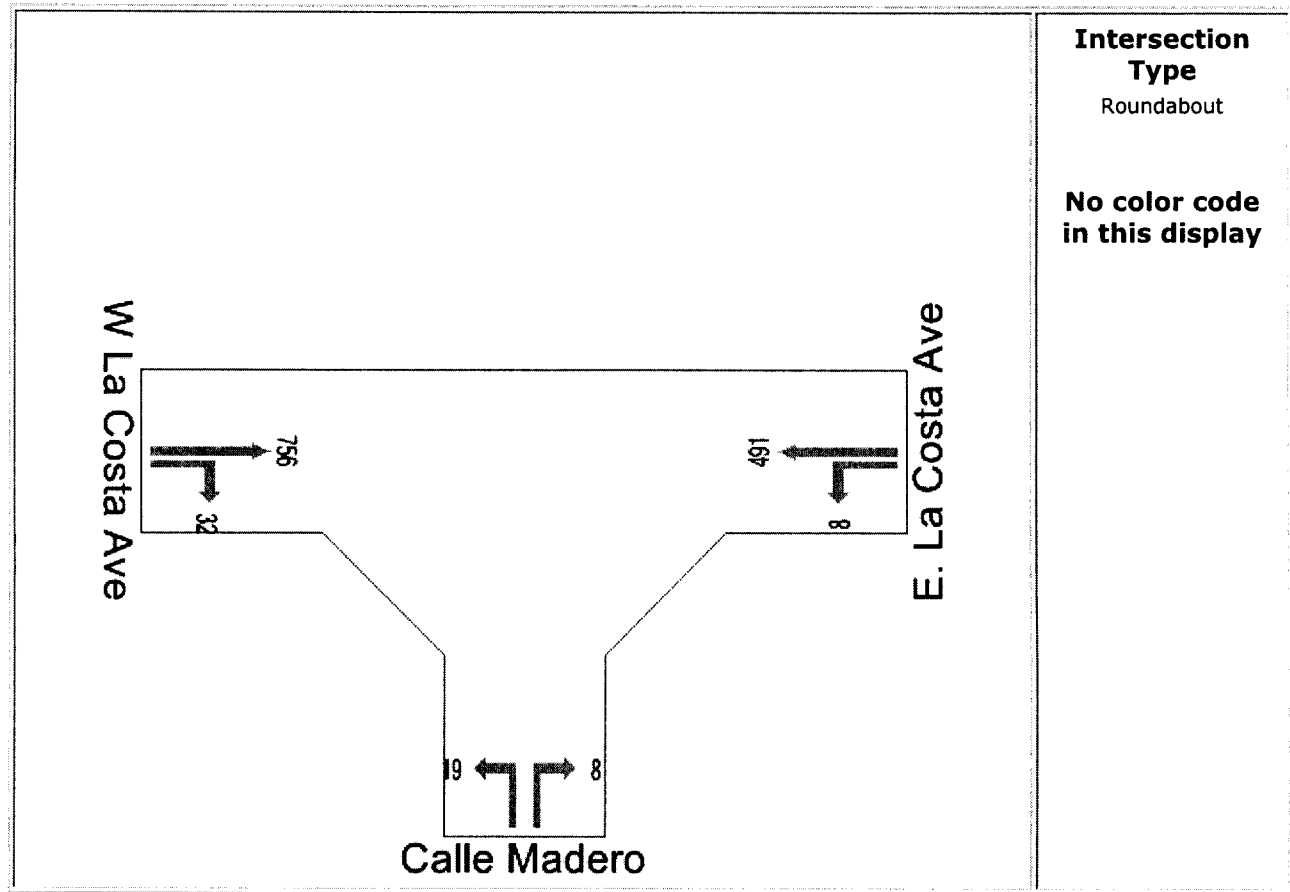
" Movement Level of service has been determined using adjacent lane
 v/c ratio rather than short lane v/c ratio (v/c=1.0)

Input Volumes

Total flow rates as given by the user (veh/60 min)

La Costa Ave Calle Madero

Ex PM With Project



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Site: Ex PM With Project

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Table R.0 - Roundabout Basic Parameters

La Costa Ave Calle Madero
 Ex PM With Project
 Intersection ID: 1
 Roundabout

Cent Diam (ft)	Circ Width (ft)	Insc Diam. (ft)	No.of Circ. Lanes	No.of Entry Lanes	Av.Ent Lane Width (ft)	Circulating/Exiting Stream					
						Flow (veh/ h)	%HV	Adjust. Flow (pcu/h)	%Exit Incl.	Cap. Constr. Effect	O-D Factor

West: W La Costa Ave											
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium								
52	18	88	1	1	13.00	8	0.0	8	0	N	1.000

South: Calle Madero											
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium								
52	18	88	1	1	13.00	796	0.0	796	0	N	0.976

East: E. La Costa Ave											
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium								
52	18	88	1	1	13.00	20	0.0	20	0	N	0.996

Table S.15 - Capacity and Level of Service

La Costa Ave Calle Madero
 Ex PM With Project
 Intersection ID: 1
 Roundabout

Mov ID	Mov Type	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Queue (ft)
West: W La Costa Ave								
2T	T	796	1598	0.498	6.7	A	5.1	126
2R	R	34	68	0.500*	7.6	A	5.1	126
South: Calle Madero								
3L	L	20	499	0.040	16.9	A	0.3	7
8R	R	8	200	0.040	12.6	A	0.3	7
East: E. La Costa Ave								
1L	L	8	24	0.333	11.9	A	3.2	80
6T	T	517	1537	0.336	6.8	A	3.2	80
ALL VEHICLES:		1383		0.500		A	5.1	126

Level of Service calculations are based on
 v/c ratio (ICU criteria),

independent of the current delay definition used.

For the criteria, refer to the "Level of Service" topic in the
 SIDRA Output Guide or the Output section of the on-line help.

* Maximum v/c ratio, or critical green periods

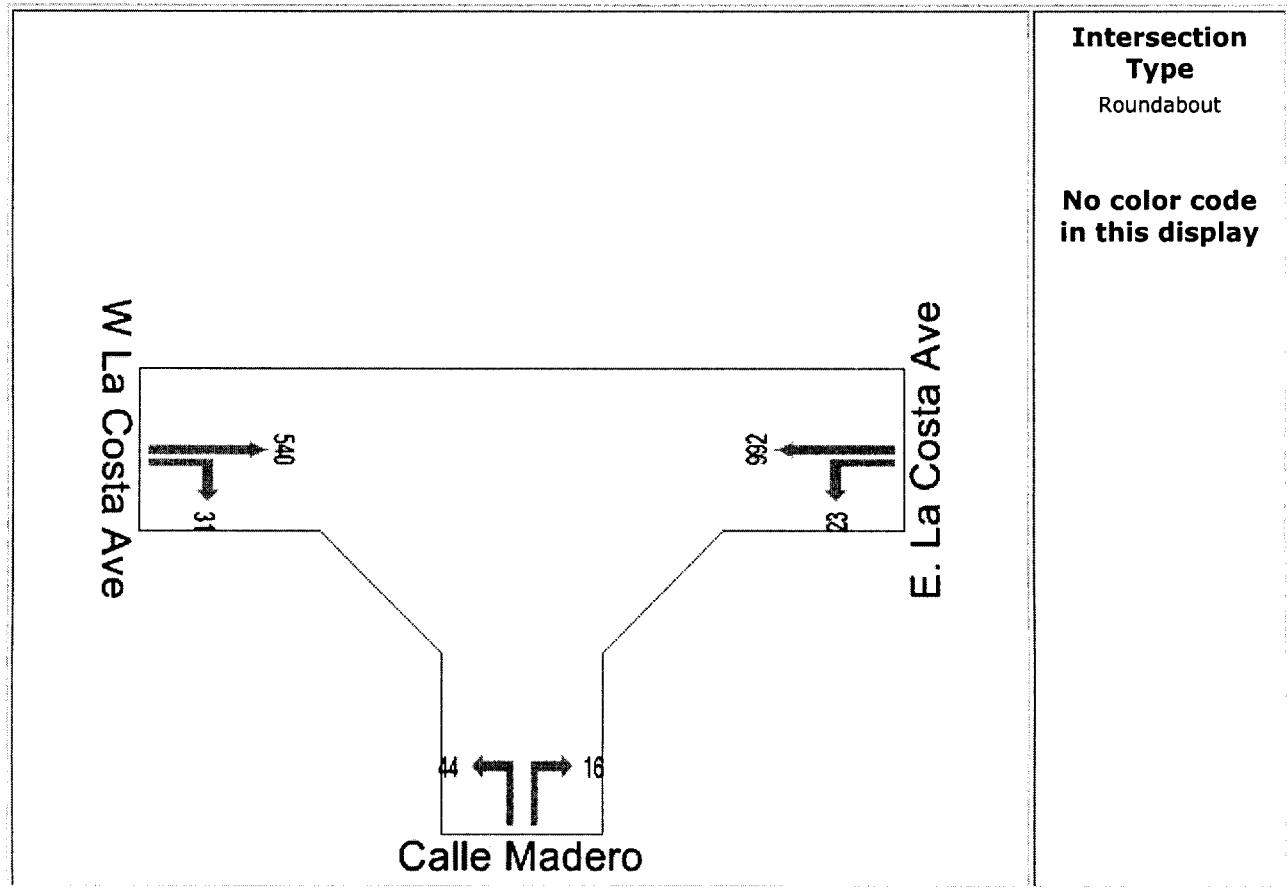
" Movement Level of service has been determined using adjacent lane
 v/c ratio rather than short lane v/c ratio (v/c=1.0)

Input Volumes

Total flow rates as given by the user (veh/60 min)

La Costa Ave Calle Madero

2030 AM With Project



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Site: 2030 AM With Project

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Table R.0 - Roundabout Basic Parameters

La Costa Ave Calle Madero
 2030 AM With Project
 Intersection ID: 1
 Roundabout

						Circulating/Exiting Stream					
Cent Diam (ft)	Circ Width (ft)	Insc Diam. (ft)	No.of Circ. Lanes	No.of Entry Lanes	Av.Ent Lane Width (ft)	Flow (veh/ h)	%HV	Adjust. Flow (pcu/h)	%Exit Incl.	Cap. Constr. Effect	O-D Factor
West: W La Costa Ave											
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium								
52	18	88	1	1	13.00	24	0.0	24	0	N	0.997
South: Calle Madero											
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium								
52	18	88	1	1	13.00	568	0.0	568	0	N	0.976
East: E. La Costa Ave											
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium								
52	18	88	1	1	13.00	46	0.0	46	0	N	0.992

Table S.15 - Capacity and Level of Service

La Costa Ave Calle Madero
 2030 AM With Project
 Intersection ID: 1
 Roundabout

Mov ID	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Queue (ft)
West: W La Costa Ave								
2T	T	568	1467	0.387	6.8	A	3.6	90
2R	R	33	85	0.388	7.7	A	3.6	90
South: Calle Madero								
3L	L	46	607	0.076	15.0	A	0.5	13
8R	R	17	224	0.076	10.8	A	0.5	13
East: E. La Costa Ave								
1L	L	24	34	0.706	12.3	C	11.3	284
6T	T	1044	1475	0.708*	7.2	C	11.3	284
ALL VEHICLES:		1732		0.708		C	11.3	284

Level of Service calculations are based on

v/c ratio (ICU criteria),

independent of the current delay definition used.

For the criteria, refer to the "Level of Service" topic in the
 SIDRA Output Guide or the Output section of the on-line help.

* Maximum v/c ratio, or critical green periods

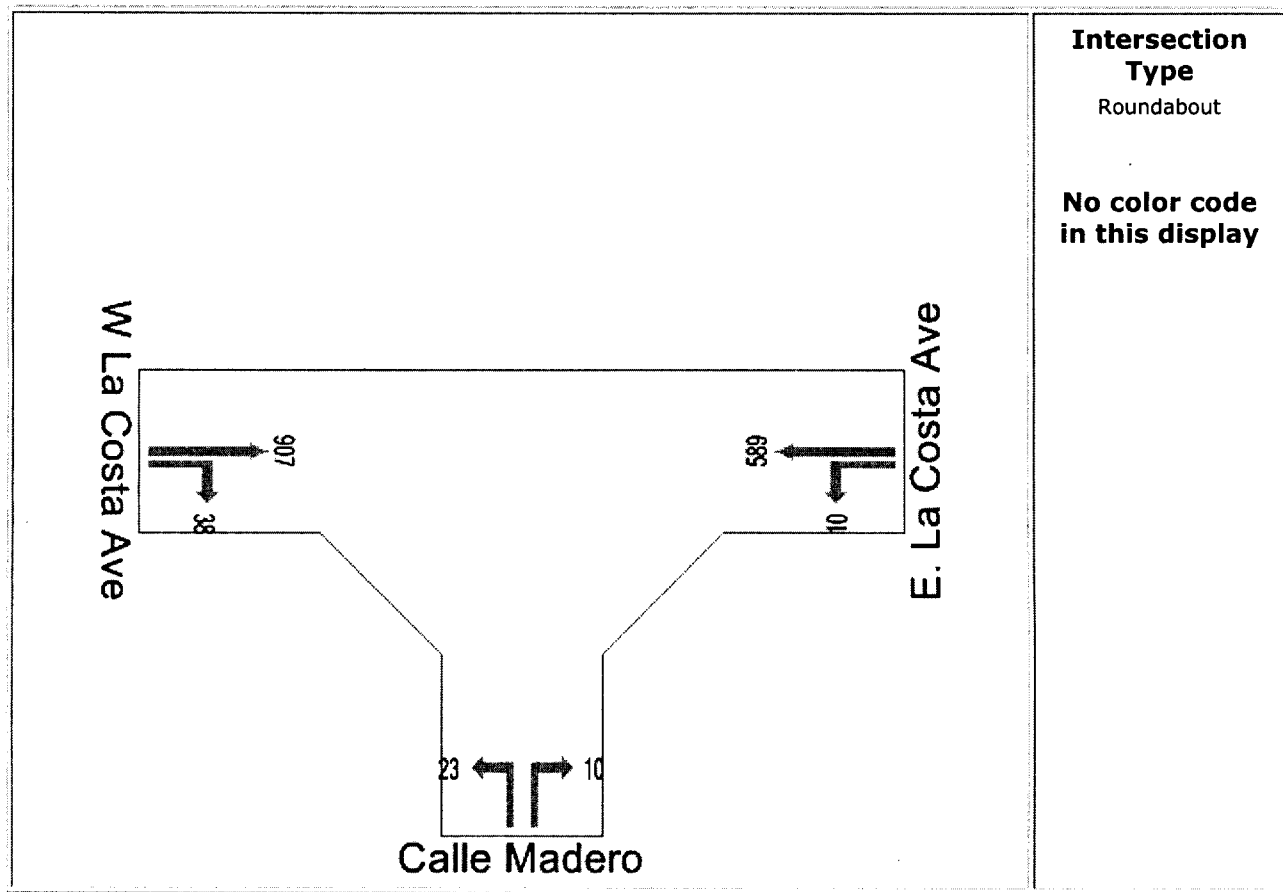
" Movement Level of service has been determined using adjacent lane
 v/c ratio rather than short lane v/c ratio (v/c=1.0)

Input Volumes

Total flow rates as given by the user (veh/60 min)

La Costa Ave Calle Madero

2030 PM With Project



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Site: 2030 PM With Project

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Table R.0 - Roundabout Basic Parameters

La Costa Ave Calle Madero
 2030 PM With Project
 Intersection ID: 1
 Roundabout

Cent Island Diam (ft)	Circ Width (ft)	Insc Diam. (ft)	No.of Circ. Lanes	No.of Entry Lanes	Av.Ent Lane Width (ft)	Circulating/Exiting Stream					
						Flow (veh/ h)	%HV	Adjust. Flow (pcu/h)	%Exit Incl.	Cap. Constr. Effect	O-D Factor

West: W La Costa Ave											
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium								
52	18	88	1	1	13.00	11	0.0	11	0	N	0.999

South: Calle Madero											
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium								
52	18	88	1	1	13.00	955	0.0	955	0	N	0.958

East: E. La Costa Ave											
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium								
52	18	88	1	1	13.00	24	0.0	24	0	N	0.994

Table S.15 - Capacity and Level of Service

La Costa Ave Calle Madero
 2030 PM With Project
 Intersection ID: 1
 Roundabout

Mov ID	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Queue (ft)
West: W La Costa Ave								
2T	T	955	1594	0.599*	6.8	A	7.2	181
2R	R	40	67	0.597	7.7	A	7.2	181
South: Calle Madero								
3L	L	24	408	0.059	19.0	A	0.4	11
8R	R	11	187	0.059	14.8	A	0.4	11
East: E. La Costa Ave								
1L	L	11	27	0.407	12.0	A	4.3	107
6T	T	620	1525	0.407	6.8	A	4.3	107
ALL VEHICLES:		1661		0.599		A	7.2	181

Level of Service calculations are based on
 v/c ratio (ICU criteria),

independent of the current delay definition used.

For the criteria, refer to the "Level of Service" topic in the
 SIDRA Output Guide or the Output section of the on-line help.

* Maximum v/c ratio, or critical green periods

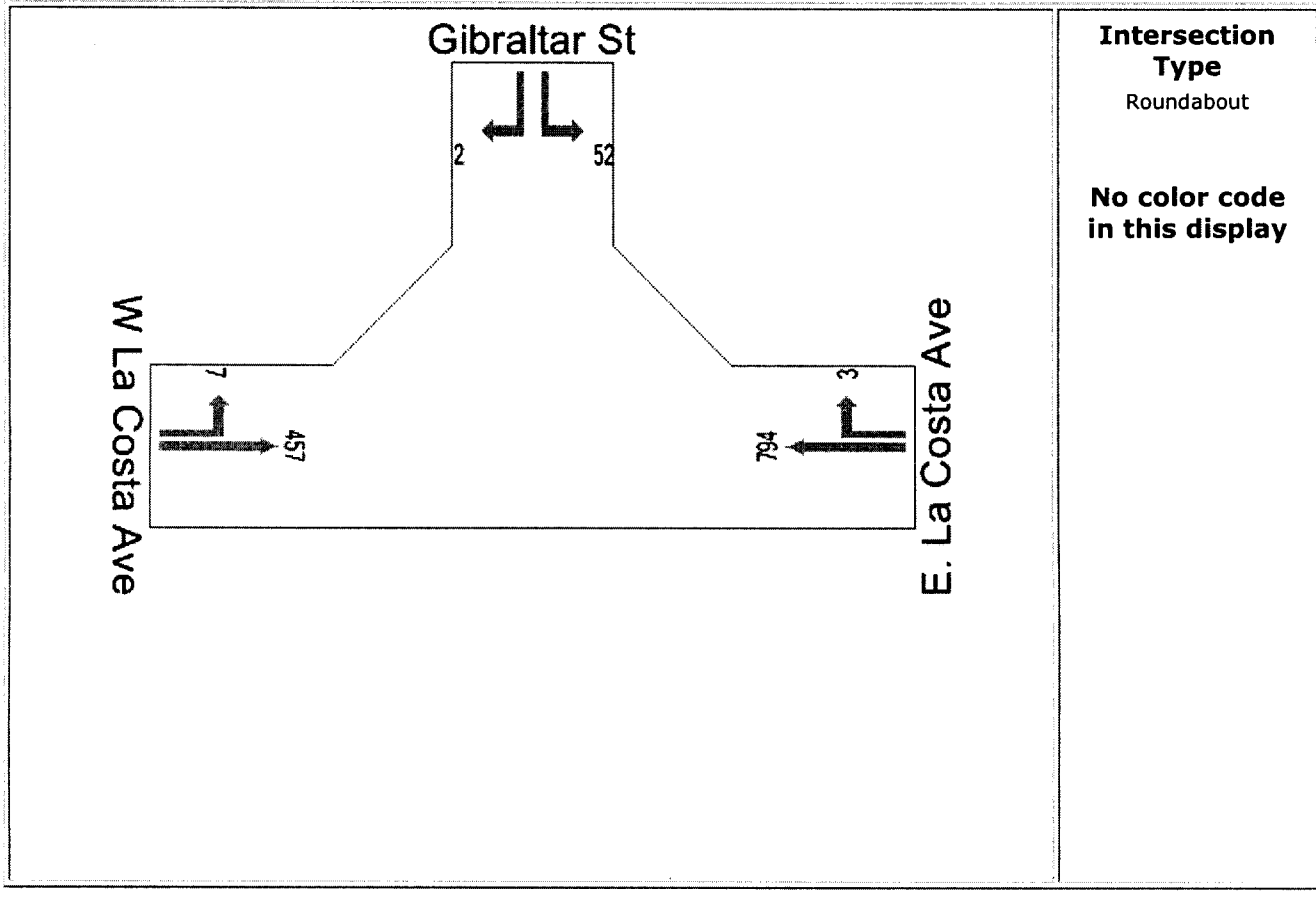
" Movement Level of service has been determined using adjacent lane
 v/c ratio rather than short lane v/c ratio (v/c=1.0)

Input Volumes

Total flow rates as given by the user (veh/60 min)

La Costa Ave Gibraltar St

Ex AM With Project



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Site: Ex AM With Project

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Table R.0 - Roundabout Basic Parameters

La Costa Ave Gibraltar St
 Ex AM With Project
 Intersection ID: 1
 Roundabout

						Circulating/Exiting Stream					
Cent	Circ	Insc	No.of	No.of	Av.Ent	Flow	%HV	Adjust.	%Exit	Cap.	O-D
Island	Width	Diam.	Circ.	Entry	Lane	(veh/		Flow	Incl.	Constr.	Factor
Diam	(ft)	(ft)	Lanes	Lanes	Width	h)		(pcu/h)	Effect		

West: W La Costa Ave											
Environment Factor: 1.00						Entry/Circulating Flow Adjustment: Medium					
52	18	88	1	1	13.00	55	0.0	55	0	N	0.989

East: E. La Costa Ave											
Environment Factor: 1.00						Entry/Circulating Flow Adjustment: Medium					
52	18	88	1	1	13.00	7	0.0	7	0	N	0.999

North: Gibraltar St											
Environment Factor: 1.00						Entry/Circulating Flow Adjustment: Medium					
52	18	88	1	1	13.00	836	0.0	836	0	N	0.976

Table S.15 - Capacity and Level of Service

La Costa Ave Gibraltar St
 Ex AM With Project
 Intersection ID: 1
 Roundabout

Mov	Mov	Total	Total	Deg.	Aver.	LOS	Longest Queue	
ID	Typ	Flow	Cap.	of	Delay		95% Back	
		(veh	(veh	Satn	(sec)		(vehs)	(ft)
		/h)	/h)	(v/c)				

West: W La Costa Ave								
5L	L	7	20	0.350	12.1	A	3.2	81
2T	T	481	1393	0.345	7.0	A	3.2	81

East: E. La Costa Ave								
6T	T	836	1667	0.501*	6.7	A	5.3	133
6R	R	3	6	0.500	7.6	A	5.3	133

North: Gibraltar St								
7L	L	55	652	0.084	17.6	A	0.6	15
4R	R	2	24	0.083	13.3	A	0.6	15

ALL VEHICLES:		1384		0.501		A	5.3	133

Level of Service calculations are based on

v/c ratio (ICU criteria),

independent of the current delay definition used.

For the criteria, refer to the "Level of Service" topic in the SIDRA Output Guide or the Output section of the on-line help.

* Maximum v/c ratio, or critical green periods

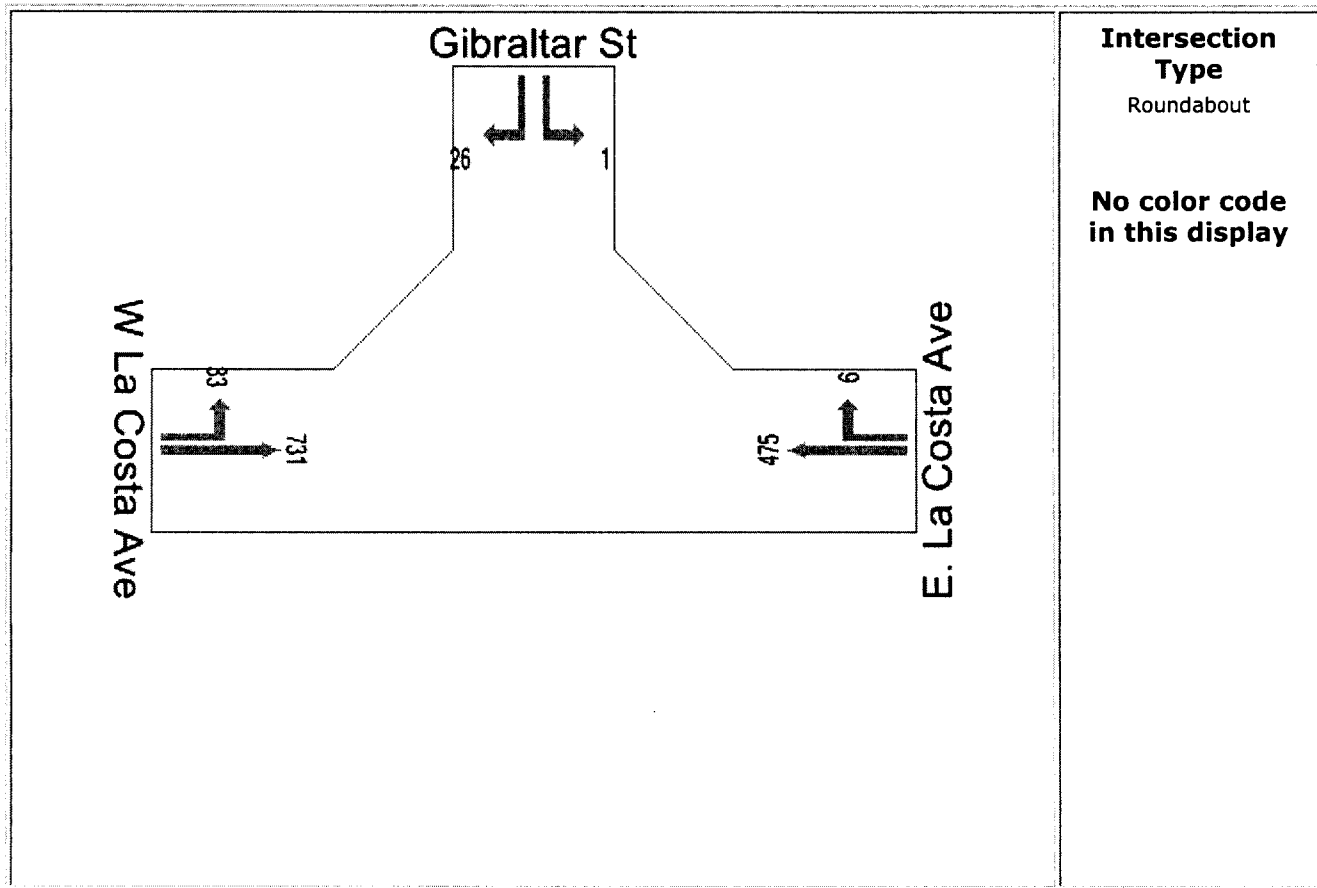
" Movement Level of service has been determined using adjacent lane v/c ratio rather than short lane v/c ratio (v/c=1.0)

Input Volumes

Total flow rates as given by the user (veh/60 min)

La Costa Ave Gibraltar St

Ex PM With Project



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Site: Ex PM With Project

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Table R.0 - Roundabout Basic Parameters

La Costa Ave Gibraltar St
 Ex PM With Project
 Intersection ID: 1
 Roundabout

Cent Island Diam (ft)	Circ Width (ft)	Insc Diam. (ft)	No.of Circ. Lanes	No.of Entry Lanes	Av.Ent Lane Width (ft)	Circulating/Exiting Stream					O-D Factor
						Flow (veh/ h)	%HV	Adjust. Flow (pcu/h)	%Exit Incl.	Cap. Constr. Effect	
West: W La Costa Ave											
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium								
52	18	88	1	1	13.00	1	0.0	1	0	N	1.000
East: E. La Costa Ave											
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium								
52	18	88	1	1	13.00	35	0.0	35	0	N	1.000
North: Gibraltar St											
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium								
52	18	88	1	1	13.00	500	0.0	500	0	N	0.979

Table S.15 - Capacity and Level of Service

La Costa Ave Gibraltar St
 Ex PM With Project
 Intersection ID: 1
 Roundabout

Mov ID	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Queue (ft)
West: W La Costa Ave								
5L	L	35	74	0.473*	11.8	A	5.2	130
2T	T	769	1636	0.470	6.7	A	5.2	130
East: E. La Costa Ave								
6T	T	500	1479	0.338	6.9	A	2.7	67
6R	R	6	18	0.333	7.8	A	2.7	67
North: Gibraltar St								
7L	L	1	31	0.032	14.4	A	0.2	5
4R	R	27	845	0.032	10.2	A	0.2	5
ALL VEHICLES:		1338		0.473		A	5.2	130

Level of Service calculations are based on
 v/c ratio (ICU criteria),

independent of the current delay definition used.

For the criteria, refer to the "Level of Service" topic in the
 SIDRA Output Guide or the Output section of the on-line help.

* Maximum v/c ratio, or critical green periods

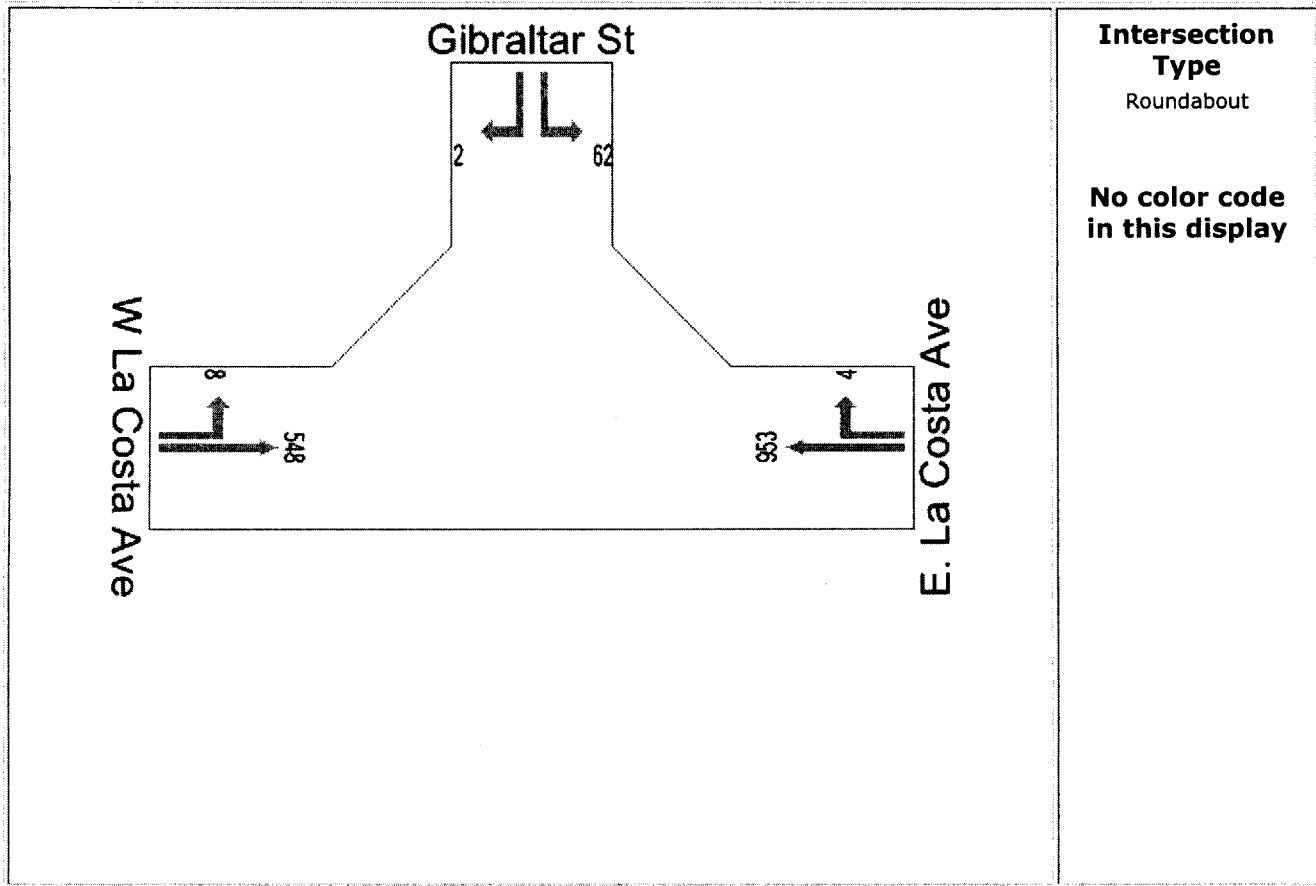
" Movement Level of service has been determined using adjacent lane
 v/c ratio rather than short lane v/c ratio (v/c=1.0)

Input Volumes

Total flow rates as given by the user (veh/60 min)

La Costa Ave Gibraltar St

2030 AM With Project



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Site: 2030 AM With Project

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Table R.0 - Roundabout Basic Parameters

La Costa Ave Gibraltar St
 2030 AM With Project
 Intersection ID: 1
 Roundabout

Cent Island Diam (ft)	Circ Width (ft)	Insc Diam. (ft)	No.of Circ. Lanes	No.of Entry Lanes	Av.Ent Lane Width (ft)	Circulating/Exiting Stream					O-D Factor
						Flow (veh/ h)	%HV	Adjust. Flow (pcu/h)	%Exit Incl.	Cap. Constr. Effect	
West: W La Costa Ave											
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium								
52	18	88	1	1	13.00	65	0.0	65	0	N	0.986
East: E. La Costa Ave											
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium								
52	18	88	1	1	13.00	8	0.0	8	0	N	0.999
North: Gibraltar St											
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium								
52	18	88	1	1	13.00	1003	0.0	1003	0	N	0.958

Table S.15 - Capacity and Level of Service

La Costa Ave Gibraltar St
 2030 AM With Project
 Intersection ID: 1
 Roundabout

Mov ID	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Queue (ft)
West: W La Costa Ave								
5L L		8	19	0.421	12.2	A	4.3	108
2T T		577	1377	0.419	7.1	A	4.3	108
East: E. La Costa Ave								
6T T		1003	1666	0.602*	6.8	B	7.6	191
6R R		4	7	0.571	7.6	A	7.6	191
North: Gibraltar St								
7L L		65	550	0.118	20.2	A	0.9	23
4R R		2	17	0.118	15.9	A	0.9	23
ALL VEHICLES:		1659		0.602		B	7.6	191

Level of Service calculations are based on
 v/c ratio (ICU criteria),
 independent of the current delay definition used.

For the criteria, refer to the "Level of Service" topic in the
 SIDRA Output Guide or the Output section of the on-line help.

* Maximum v/c ratio, or critical green periods

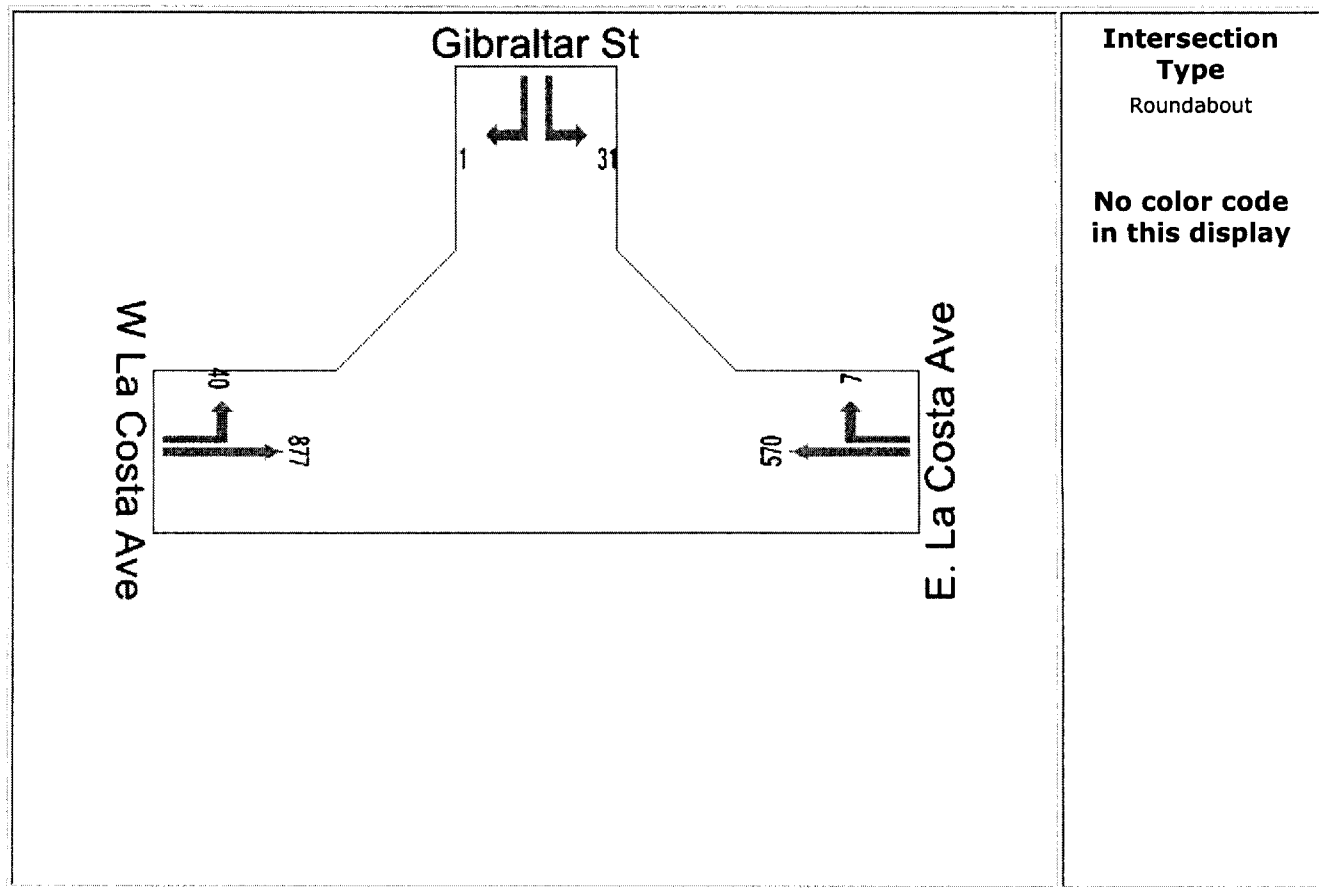
" Movement Level of service has been determined using adjacent lane
 v/c ratio rather than short lane v/c ratio (v/c=1.0)

Input Volumes

Total flow rates as given by the user (veh/60 min)

La Costa Ave Gibraltar St

2030 PM With Project



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Site: 2030 PM With Project

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Table R.0 - Roundabout Basic Parameters

La Costa Ave Gibraltar St
 2030 PM With Project
 Intersection ID: 1
 Roundabout

Cent Island Diam (ft)	Circ Width (ft)	Insc Diam. (ft)	No.of Circ. Lanes	No.of Entry Lanes	Av.Ent Lane Width (ft)	Circulating/Exiting Stream					
						Flow (veh/ h)	%HV	Adjust. Flow (pcu/h)	%Exit Incl.	Cap. Constr. Effect	O-D Factor
West: W La Costa Ave											
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium								
52	18	88	1	1	13.00	33	0.0	33	0	N	0.994
East: E. La Costa Ave											
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium								
52	18	88	1	1	13.00	42	0.0	42	0	N	0.997
North: Gibraltar St											
Environment Factor: 1.00			Entry/Circulating Flow Adjustment: Medium								
52	18	88	1	1	13.00	600	0.0	600	0	N	0.963

Table S.15 - Capacity and Level of Service

La Costa Ave Gibraltar St
 2030 PM With Project
 Intersection ID: 1
 Roundabout

Mov ID	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Queue (ft)

West: W La Costa Ave								
5L	L	42	67	0.627*	12.1	B	8.6	216
2T	T	923	1483	0.622	7.0	B	8.6	216

East: E. La Costa Ave								
6T	T	600	1465	0.410	6.9	A	3.8	94
6R	R	7	17	0.412	7.8	A	3.8	94

North: Gibraltar St								
7L	L	33	779	0.042	15.1	A	0.3	7
4R	R	1	24	0.042	10.9	A	0.3	7

ALL VEHICLES:		1606		0.627		B	8.6	216

Level of Service calculations are based on
 v/c ratio (ICU criteria),
 independent of the current delay definition used.

For the criteria, refer to the "Level of Service" topic in the
 SIDRA Output Guide or the Output section of the on-line help.

* Maximum v/c ratio, or critical green periods

" Movement Level of service has been determined using adjacent lane
 v/c ratio rather than short lane v/c ratio (v/c=1.0)

Attachment E:
PHASE I/II Versus Comparison Tables

Table 7
Existing Conditions Segmental Comparison

#	Segment Location	Phase I/II			La Costa Improvement Plan	
		SANTEC	Florida		Carlsbad	
		Daily	AM-WB	PM-EB	AM-WB	PM-EB
Existing Without Project						
1	West of Nueva Castilla Way	C	C	C	A	A
2	West of Calle Madero	C	C	C	A	A
3	West of Cadencia Street	C	D	D	A	A
Existing With Project						
1	West of Nueva Castilla Way	F	C	F	A	B
2	West of Calle Madero	F	C	D	A	B
3	West of Cadencia Street	E	D	D	A	B

Table 8
Future Conditions Segmental Comparison

#	Segment Location	Phase I/II			La Costa Improvement Plan	
		SANTEC	Florida		Carlsbad	
		Daily	AM-WB	PM-EB	AM-WB	PM-EB
Future Without Project						
1	West of Nueva Castilla Way	D	C	C	A	A
2	West of Calle Madero	C	C	D	A	A
3	West of Cadencia Street	D	D	D	A	A
Future With Project						
1	West of Nueva Castilla Way	F	F	F	A	B
2	West of Calle Madero	F	F	F	A	B
3	West of Cadencia Street	F	D	F	A	B

Table 9
Existing Conditions Intersection Comparison

#	Intersection Location	Phase I/II – HCM (delay)			La Costa Avenue Improvement Plan – ICU (v/c)		
		Control	LOS		Control	LOS	
			AM	PM		AM	PM
Existing Without Project							
1	La Costa Avenue at Nueva Castilla Way	Side Street Stop	C	F	Side Street Stop	A	B
2	La Costa Avenue at Viejo Castillo Way	Signal	A	A	Signal	A	B
3	La Costa Avenue at Romeria Street	Signal	A	A	Signal	A	A
4	La Costa Avenue at Cadencia Street	Signal	A	B	Signal	A	A
Existing With Project							
1	La Costa Avenue at Nueva Castilla Way	Signal	A	A	Roundabout	A	A
2	La Costa Avenue at Viejo Castillo Way	Signal	A	A	Signal	A	A
3	La Costa Avenue at Romeria Street	Signal	B	A	Roundabout	A	A
4	La Costa Avenue at Cadencia Street	Signal	B	A	Signal	A	A

Table 10
Future Conditions Intersection Comparison

#	Intersection Location	Phase I/II – HCM (delay)			La Costa Avenue Improvement Plan – ICU (v/c)		
		Control	LOS		Control	LOS	
			AM	PM		AM	PM
Future Without Project							
1	La Costa Avenue at Nueva Castilla Way	Side Street Stop	A	A	Side Street Stop	A	A
2	La Costa Avenue at Viejo Castillo Way	Signal	A	A	Signal	A	A
3	La Costa Avenue at Romeria Street	Signal	B	A	Signal	A	B
4	La Costa Avenue at Cadencia Street	Signal	B	B	Signal	A	B
Future With Project							
1	La Costa Avenue at Nueva Castilla Way	Signal	A	C	Roundabout	D	C
2	La Costa Avenue at Viejo Castillo Way	Signal	A	B	Signal	B	B
3	La Costa Avenue at Romeria Street	Signal	B	A	Roundabout	A	A
4	La Costa Avenue at Cadencia Street	Signal	B	B	Signal	A	B

**Attachment F:
Cost Estimate**

Order of Magnitude, Planning-Level Cost Estimate

CONSTRUCTION COSTS

		LOW		HIGH
LOCATION 1	\$	180,000	\$	290,000
LOCATION 2	\$	100,000	\$	160,000
LOCATION 3	\$	110,000	\$	170,000
LOCATION 4	\$	100,000	\$	150,000
LOCATION 5	\$	210,000	\$	320,000
LOCATION 6	\$	120,000	\$	180,000
LOCATION 7	\$	80,000	\$	120,000
LOCATION 8	\$	100,000	\$	160,000
LOCATION 9	\$	290,000	\$	450,000
LOCATION 10	\$	160,000	\$	250,000
LOCATION 11	\$	30,000	\$	50,000
LOCATION 12	\$	40,000	\$	60,000
LOCATION 13	\$	180,000	\$	270,000
STRIPING (ENTIRE PROJECT)	\$	100,000	\$	140,000
SIDEWALK (MISSING LINKS)	\$	640,000	\$	870,000
SUBTOTAL	\$	2,440,000	\$	3,640,000

ENGINEERING, ADMINISTRATIVE, AND OTHER COSTS

TRAFFIC CONTROL AND MOBILIZATION @ 8%	\$	195,200	\$	291,200
DESIGN, CM, AND ADMIN. @ 20%	\$	488,000	\$	728,000
TOTAL	\$	3,123,200	\$	4,659,200

LOCATION 1 - ENTRY, MEDIAN, & NARROWING (A)

			LOW		LOW		HIGH		HIGH		
<u>Removal Items</u>			Unit Price		TOTAL		Unit Price		TOTAL		
AC Pavement Removal	8520	sqft	\$	1.50	\$	12,780	\$	3.00	\$	25,560	
Concrete Removal	3000	sqft	\$	3.00	\$	9,000	\$	5.00	\$	15,000	
<u>Construction Items</u>											
Full Depth AC	1680	sqft	\$	8.00	\$	13,440	\$	10.00	\$	16,800	
Concrete Sidewalk	3000	sqft	\$	5.00	\$	15,000	\$	6.00	\$	18,000	
Curb and Gutter	600	ft	\$	20.00	\$	12,000	\$	34.00	\$	20,400	
Median Curb	240	ft	\$	12.00	\$	2,880	\$	16.00	\$	3,840	
Landscape	6840	sqft	\$	12.00	\$	82,080	\$	20.00	\$	136,800	
SUBTOTAL					\$ 147,180		\$ 236,400				
<u>Contingency</u>											
@ 20%					\$ 29,440		\$ 47,280				
TOTAL					\$ 180,000		\$ 290,000				

LOCATION 2 - PARTIAL MEDIAN & NARROWING (B)

			LOW		LOW		HIGH		HIGH		
<u>Removal Items</u>			Unit Price		TOTAL		Unit Price		TOTAL		
AC Pavement Removal	4680	sqft	\$	1.50	\$	7,020	\$	3.00	\$	14,040	
Concrete Removal	1500	sqft	\$	3.00	\$	4,500	\$	5.00	\$	7,500	
<u>Construction Items</u>											
Full Depth AC	1080	sqft	\$	8.00	\$	8,640	\$	10.00	\$	10,800	
Concrete Sidewalk	1500	sqft	\$	5.00	\$	7,500	\$	6.00	\$	9,000	
Curb and Gutter	300	ft	\$	20.00	\$	6,000	\$	34.00	\$	10,200	
Median Curb	240	ft	\$	12.00	\$	2,880	\$	16.00	\$	3,840	
Landscape	3600	sqft	\$	12.00	\$	43,200	\$	20.00	\$	72,000	
SUBTOTAL					\$ 79,740		\$ 127,380				
<u>Contingency</u>											
@ 20%					\$ 15,950		\$ 25,480				
TOTAL					\$ 100,000		\$ 160,000				

LOCATION 3 - NARROWING (C)

			LOW		LOW		HIGH		HIGH	
<u>Removal Items</u>			Unit Price		TOTAL		Unit Price		TOTAL	
AC Pavement Removal	3040	sqft	\$	1.50	\$	4,560	\$	3.00	\$	9,120
Concrete Removal	3000	sqft	\$	3.00	\$	9,000	\$	5.00	\$	15,000
<u>Construction Items</u>										
Full Depth AC	1200	sqft	\$	8.00	\$	9,600	\$	10.00	\$	12,000
Concrete Sidewalk	3000	sqft	\$	5.00	\$	15,000	\$	6.00	\$	18,000
Curb and Gutter	600	ft	\$	20.00	\$	12,000	\$	34.00	\$	20,400
Concrete Driveway	2000	sqft	\$	8.00	\$	16,000	\$	12.00	\$	24,000
Landscape	1840	sqft	\$	12.00	\$	22,080	\$	20.00	\$	36,800
SUBTOTAL					\$	88,240			\$	135,320
<u>Contingency</u>										
@ 20%					\$	17,650			\$	27,070
TOTAL					\$	110,000			\$	170,000

LOCATION 4 - NARROWING (C) & PARTIAL MEDIAN

			LOW		LOW		HIGH		HIGH	
<u>Removal Items</u>			Unit Price		TOTAL		Unit Price		TOTAL	
AC Pavement Removal	4880	sqft	\$	1.50	\$	7,320	\$	3.00	\$	14,640
Concrete Removal	2000	sqft	\$	3.00	\$	6,000	\$	5.00	\$	10,000
<u>Construction Items</u>										
Full Depth AC	1520	sqft	\$	8.00	\$	12,160	\$	10.00	\$	15,200
Concrete Sidewalk	2000	sqft	\$	5.00	\$	10,000	\$	6.00	\$	12,000
Curb and Gutter	400	ft	\$	20.00	\$	8,000	\$	34.00	\$	13,600
Median Curb	360	ft	\$	12.00	\$	4,320	\$	16.00	\$	5,760
Concrete Driveway	2000	sqft	\$	8.00	\$	16,000	\$	12.00	\$	24,000
Landscape	1360	sqft	\$	12.00	\$	16,320	\$	20.00	\$	27,200
SUBTOTAL					\$ 80,120				\$ 122,400	
<u>Contingency</u>										
@ 20%					\$ 16,030				\$ 24,480	
TOTAL					\$ 100,000				\$ 150,000	

LOCATION 5 - ROUNDABOUT (NUEVA CASTILLA WAY)

			LOW		LOW		HIGH		HIGH	
<u>Removal Items</u>			Unit Price		TOTAL		Unit Price		TOTAL	
AC Pavement Removal	10800	sqft	\$	1.50	\$	16,200	\$	3.00	\$	32,400
Concrete Removal	3750	sqft	\$	3.00	\$	11,250	\$	5.00	\$	18,750
<u>Construction Items</u>										
Full Depth AC	3500	sqft	\$	8.00	\$	28,000	\$	10.00	\$	35,000
Concrete Sidewalk	3750	sqft	\$	5.00	\$	18,750	\$	6.00	\$	22,500
Curb and Gutter	750	ft	\$	20.00	\$	15,000	\$	34.00	\$	25,500
Median Curb	250	ft	\$	12.00	\$	3,000	\$	16.00	\$	4,000
Concrete Driveway	2500	sqft	\$	8.00	\$	20,000	\$	12.00	\$	30,000
Landscape	4800	sqft	\$	12.00	\$	57,600	\$	20.00	\$	96,000
SUBTOTAL					\$ 169,800				\$ 264,150	
<u>Contingency</u>										
@ 20%					\$ 33,960				\$ 52,830	
TOTAL					\$ 210,000				\$ 320,000	

LOCATION 6 - NARROWING (C)

			LOW		LOW		HIGH		HIGH		
<u>Removal Items</u>			Unit Price		TOTAL		Unit Price		TOTAL		
AC Pavement Removal	5040	sqft	\$	1.50	\$	7,560	\$	3.00	\$	15,120	
Concrete Removal	3000	sqft	\$	3.00	\$	9,000	\$	5.00	\$	15,000	
<u>Construction Items</u>											
Full Depth AC	1200	sqft	\$	8.00	\$	9,600	\$	10.00	\$	12,000	
Concrete Sidewalk	3000	sqft	\$	5.00	\$	15,000	\$	6.00	\$	18,000	
Curb and Gutter	600	ft	\$	20.00	\$	12,000	\$	34.00	\$	20,400	
Concrete Driveway	1250	sqft	\$	8.00	\$	10,000	\$	12.00	\$	15,000	
Landscape	2590	sqft	\$	12.00	\$	31,080	\$	20.00	\$	51,800	
SUBTOTAL					\$ 94,240		\$ 147,320				
<u>Contingency</u>											
@ 20%					\$ 18,850		\$ 29,470				
TOTAL					\$ 120,000		\$ 180,000				

LOCATION 7 - PARTIAL MEDIAN & LEFT-TURN MEDIAN

			LOW		LOW		HIGH		HIGH	
<u>Removal Items</u>			Unit Price		TOTAL		Unit Price		TOTAL	
AC Pavement Removal	4320	sqft	\$	1.50	\$	6,480	\$	3.00	\$	12,960
<u>Construction Items</u>										
Full Depth AC	1280	sqft	\$	8.00	\$	10,240	\$	10.00	\$	12,800
Median curb	640	ft	\$	12.00	\$	7,680	\$	16.00	\$	10,240
Landscape	3040	sqft	\$	12.00	\$	36,480	\$	20.00	\$	60,800
SUBTOTAL					\$ 60,880				\$ 96,800	
<u>Contingency</u>										
@ 20%					\$ 12,180				\$ 19,360	
TOTAL					\$ 80,000				\$ 120,000	

LOCATION 8 - PARTIAL MEDIAN & NARROWING

			LOW		LOW		HIGH		HIGH		
<u>Removal Items</u>			Unit Price		TOTAL		Unit Price		TOTAL		
AC Pavement Removal	4680	sqft	\$	1.50	\$	7,020	\$	3.00	\$	14,040	
Concrete Removal	1500	sqft	\$	3.00	\$	4,500	\$	5.00	\$	7,500	
<u>Construction Items</u>											
Full Depth AC	1080	sqft	\$	8.00	\$	8,640	\$	10.00	\$	10,800	
Concrete Sidewalk	1500	sqft	\$	5.00	\$	7,500	\$	6.00	\$	9,000	
Curb and Gutter	300	ft	\$	20.00	\$	6,000	\$	34.00	\$	10,200	
Median Curb	240	ft	\$	12.00	\$	2,880	\$	16.00	\$	3,840	
Landscape	3600	sqft	\$	12.00	\$	43,200	\$	20.00	\$	72,000	
SUBTOTAL					\$ 79,740		\$ 127,380				
<u>Contingency</u>											
@ 20%					\$ 15,950		\$ 25,480				
TOTAL					\$ 100,000		\$ 160,000				

LOCATION 9 - ROUNDABOUT (ROMERIA ST)

			LOW		LOW		HIGH		HIGH	
<u>Removal Items</u>			Unit Price		TOTAL		Unit Price		TOTAL	
AC Pavement Removal	13000	sqft	\$	1.50	\$	19,500	\$	3.00	\$	39,000
Concrete Removal	5000	sqft	\$	3.00	\$	15,000	\$	5.00	\$	25,000
Traffic Signal Removal	1	ea	\$	20,000	\$	20,000	\$	30,000.00	\$	30,000
<u>Construction Items</u>										
Full Depth AC	4600	sqft	\$	8.00	\$	36,800	\$	10.00	\$	46,000
Concrete Sidewalk	5000	sqft	\$	5.00	\$	25,000	\$	6.00	\$	30,000
Curb and Gutter	1000	ft	\$	20.00	\$	20,000	\$	34.00	\$	34,000
Median Curb	300	ft	\$	12.00	\$	3,600	\$	16.00	\$	4,800
Concrete Driveway	750	sqft	\$	8.00	\$	6,000	\$	12.00	\$	9,000
Landscape	7650	sqft	\$	12.00	\$	91,800	\$	20.00	\$	153,000
SUBTOTAL					\$ 237,700		\$ 370,800			
<u>Contingency</u>										
@ 20%					\$ 47,540		\$ 74,160			
TOTAL					\$ 290,000		\$ 450,000			

LOCATION 10 - NARROWING & PARTIAL MEDIAN

			LOW		LOW		HIGH		HIGH	
<u>Removal Items</u>			Unit Price		TOTAL		Unit Price		TOTAL	
AC Pavement Removal	8280	sqft	\$	1.50	\$	12,420	\$	3.00	\$	24,840
Concrete Removal	1500	sqft	\$	3.00	\$	4,500	\$	5.00	\$	7,500
<u>Construction Items</u>										
Full Depth AC	1800	sqft	\$	8.00	\$	14,400	\$	10.00	\$	18,000
Concrete Sidewalk	2700	sqft	\$	5.00	\$	13,500	\$	6.00	\$	16,200
Curb and Gutter	540	ft	\$	20.00	\$	10,800	\$	34.00	\$	18,360
Median Curb	360	ft	\$	12.00	\$	4,320	\$	16.00	\$	5,760
Concrete Driveway	1500	sqft	\$	8.00	\$	12,000	\$	12.00	\$	18,000
Landscape	4980	sqft	\$	12.00	\$	59,760	\$	20.00	\$	99,600
SUBTOTAL					\$ 131,700				\$ 208,260	
<u>Contingency</u>										
@ 20%					\$ 26,340				\$ 41,660	
TOTAL					\$ 160,000				\$ 250,000	

LOCATION 11 - NARROWING

			LOW		LOW		HIGH		HIGH	
<u>Removal Items</u>			Unit Price		TOTAL		Unit Price		TOTAL	
AC Pavement Removal	1400	sqft	\$	1.50	\$	2,100	\$	3.00	\$	4,200
Concrete Removal	500	sqft	\$	3.00	\$	1,500	\$	5.00	\$	2,500
<u>Construction Items</u>										
Full Depth AC	200	sqft	\$	8.00	\$	1,600	\$	10.00	\$	2,000
Concrete Sidewalk	500	sqft	\$	5.00	\$	2,500	\$	6.00	\$	3,000
Curb and Gutter	100	ft	\$	20.00	\$	2,000	\$	34.00	\$	3,400
Landscape	1200	sqft	\$	12.00	\$	14,400	\$	20.00	\$	24,000
SUBTOTAL					\$	24,100			\$	39,100
<u>Contingency</u>										
@ 20%					\$	4,820			\$	7,820
TOTAL					\$	30,000			\$	50,000

LOCATION 12 - ENTRY MEDIAN (D)

			LOW		LOW		HIGH		HIGH	
<u>Removal Items</u>			Unit Price		TOTAL		Unit Price		TOTAL	
AC Pavement Removal	1960	sqft	\$	1.50	\$	2,940	\$	3.00	\$	5,880
<u>Construction Items</u>										
Full Depth AC	560	sqft	\$	8.00	\$	4,480	\$	10.00	\$	5,600
Median curb	280	ft	\$	12.00	\$	3,360	\$	16.00	\$	4,480
Landscape	1400	sqft	\$	12.00	\$	16,800	\$	20.00	\$	28,000
SUBTOTAL					\$ 27,580				\$ 43,960	
<u>Contingency</u>										
@ 20%					\$ 5,520				\$ 8,800	
TOTAL					\$ 40,000				\$ 60,000	

LOCATION 13 - FUTURE SIGNAL (LEVANE ST)

			LOW	LOW	HIGH	HIGH
<u>Construction Items</u>			Unit Price	TOTAL	Unit Price	TOTAL
Traffic Signal	1	ea	\$ 150,000	\$ 150,000	\$ 220,000	\$ 220,000
SUBTOTAL				\$ 150,000		\$ 220,000
<u>Contingency</u>						
@ 20%				\$ 30,000		\$ 44,000
TOTAL				\$ 180,000		\$ 270,000

STRIPING

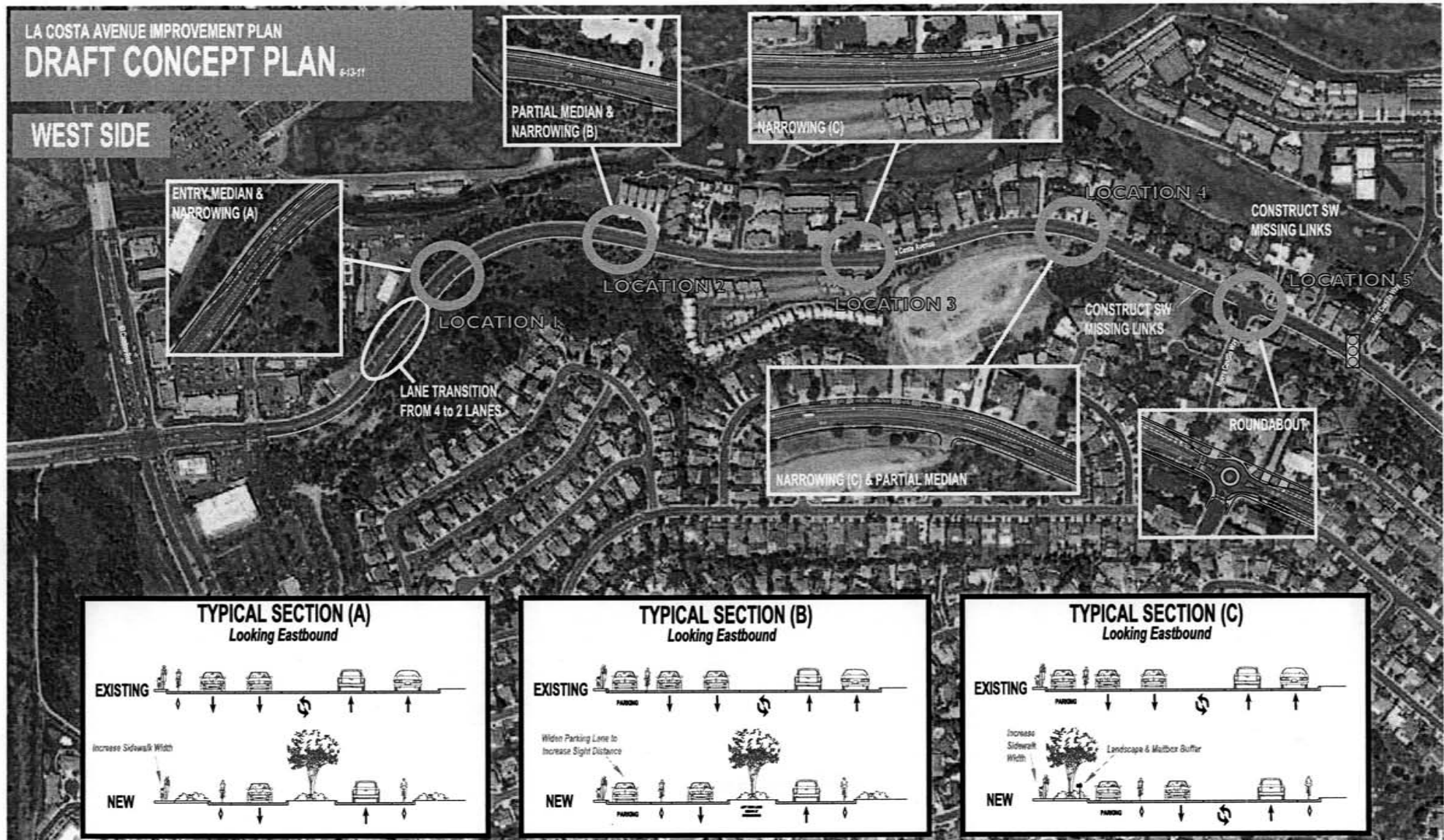
			LOW	LOW	HIGH	HIGH
<u>Removal Items</u>			Unit Price	TOTAL	Unit Price	TOTAL
Striping Removal	1	LS	\$ 20,000	\$ 20,000	\$ 40,000	\$ 40,000
<u>Construction Items</u>						
Striping	75000	ft	\$ 0.75	\$ 56,250	\$ 1.00	\$ 75,000
SUBTOTAL				\$ 76,250		\$ 115,000
<u>Contingency</u>						
@ 20%				\$ 15,250		\$ 23,000
TOTAL				\$ 100,000		\$ 140,000

SIDEWALK (MISSING LINKS)

			LOW		LOW		HIGH		HIGH	
			Unit Price		TOTAL		Unit Price		TOTAL	
<u>Removal Items</u>										
Curb & Gutter Removal	5400	ft	\$	2.00	\$	10,800	\$	3.00	\$	16,200
 <u>Construction Items</u>										
Concrete Sidewalk	27000	sqft	\$	5.00	\$	135,000	\$	6.00	\$	162,000
Retaining Wall*	15500	sqft	\$	25.00	\$	387,500	\$	35.00	\$	542,500
* Est. @ 50% of S/W length										
SUBTOTAL					\$ 533,300				\$ 720,700	
 <u>Contingency</u>										
@ 20%					\$ 106,660				\$ 144,140	
TOTAL					\$ 640,000				\$ 870,000	

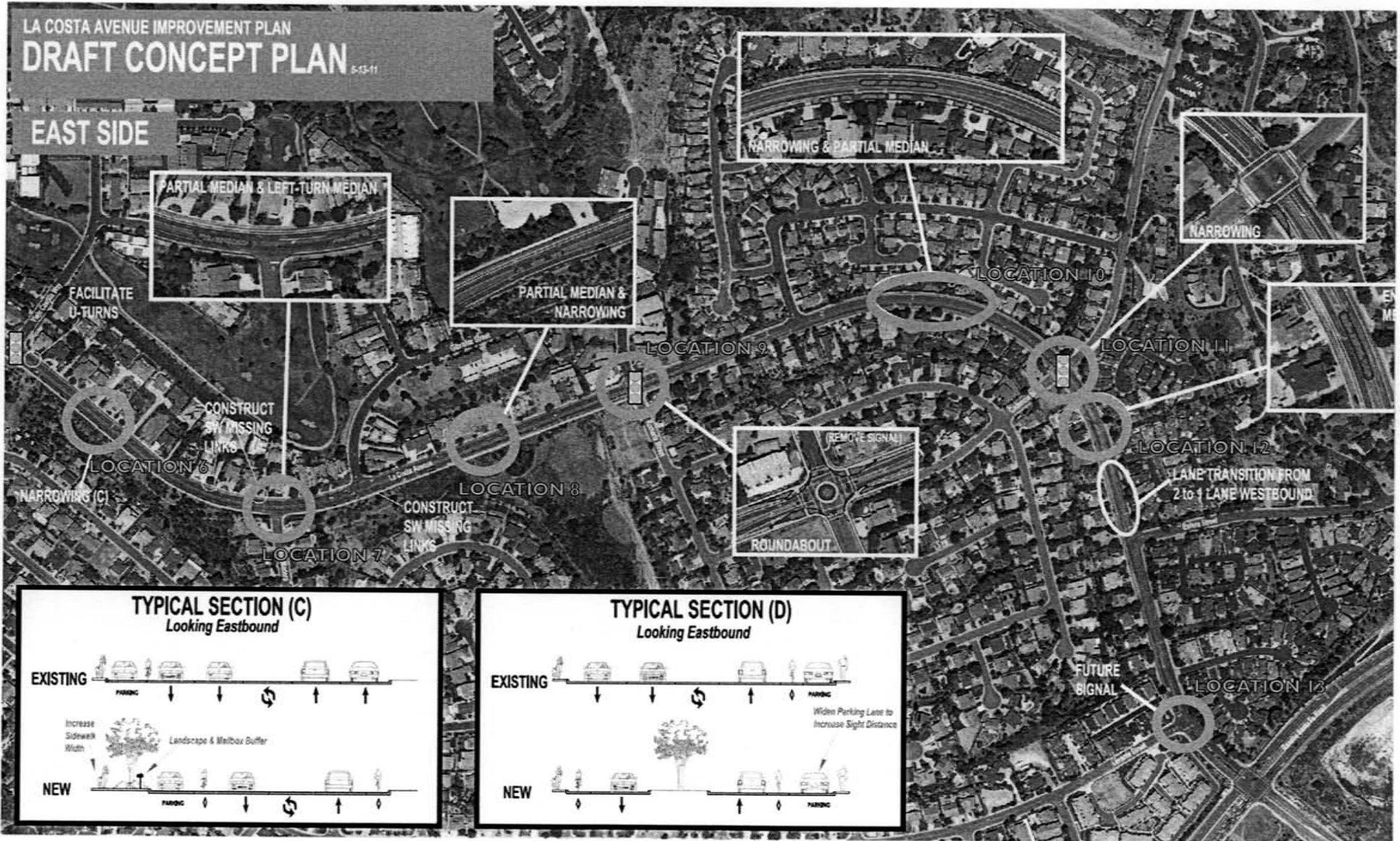
LA COSTA AVENUE IMPROVEMENT PLAN
DRAFT CONCEPT PLAN 6-13-11

WEST SIDE

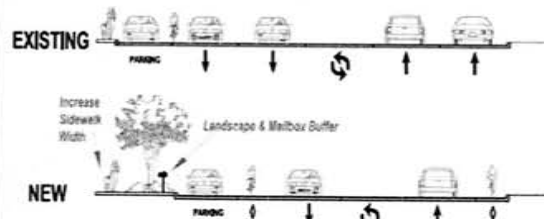


LA COSTA AVENUE IMPROVEMENT PLAN
DRAFT CONCEPT PLAN 5-13-11

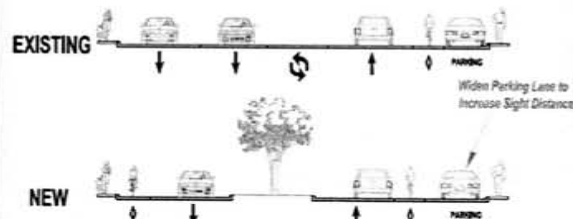
EAST SIDE



TYPICAL SECTION (C)
Looking Eastbound



TYPICAL SECTION (D)
Looking Eastbound



RESOLUTION NO. 2011-266

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
CARLSBAD, CALIFORNIA, TO ACCEPT THE LA COSTA
AVENUE INTERIM STRIPING AND PARKING RECORD AS-
BUILT PLAN.

WHEREAS, the implementation of the Interim Striping and Parking Plan Project No. 6038 Drawing No. 471-8 and 471-8A, are completed and accepted; and

WHEREAS, the record as-built plans have been prepared and are on file in the office of the Director of the Transportation Department; and

WHEREAS, all work was performed by the City of Carlsbad Transportation Department staff and inspected by the City Traffic Engineer and his staff to be completed satisfactorily; and

WHEREAS Project No. 6038 Drawing No. 471-8 and 471-8A were prepared under the direction and supervision of licensed professional civil and traffic engineers and are known as the "Interim Striping and Parking Plan". The Transportation Department Director and Deputy Director/City Traffic Engineer exercised the discretionary authority vest in them by the City Council and find that there is substantial evidence upon which to recommend approval of the "Interim Striping and Parking Plan" and that it substantially conforms to the intent of the plan previously approved by the City Council on June 28, 2011; and

WHEREAS, the City Traffic Engineer and Transportation Director reviewed the Interim Striping and Parking Plan, which sets forth the location where parking is prohibited on La Costa Avenue in order to enhance sight distance taking into account horizontal and vertical curvature's, prevailing speeds, and existing driveways; and

WHEREAS, the City Council has carefully weighed the factors to reduce or eliminate risk of injuries or damages to the public users of La Costa Avenue and to provide the maximum condition for safe travel and use of La Costa Avenue and having received the recommendations of its professional staff and considered all of the input from the public, it finds that the plans and design are necessary, appropriate and reasonable. It further finds that the "Interim Striping and Parking Plan" was approved in advance of its implementation and the "as-built" plans accurately

1 reflect the previous approvals. It further finds that the approval of said plan is reasonable and
2 prepared in conformity with applicable engineering and safety standards as used in Government
3 Code § Section 830.6-Immunity;

4 NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Carlsbad,
5 California, as follows:

- 6 1. That the above recitations are true and correct.
- 7 2. That the City accept the record as-built plans for the La Costa Avenue Interim
8 Striping and Parking Plan.

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1 PASSED, APPROVED AND ADOPTED at a Regular Meeting of the City Council of the
2 City of Carlsbad on the _____ day of _____, 2011, by the
3 following vote, to wit:

4 AYES:

5 NOES:

6 ABSENT:

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8

MATT HALL, Mayor

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ATTEST:

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LORRAINE M. WOOD, City Clerk
(SEAL)

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ORDINANCE NO. CS-165

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CARLSBAD, CALIFORNIA, AMENDING TITLE 10, CHAPTER 10.44, OF THE CARLSBAD MUNICIPAL CODE BY THE REVISION OF SECTION 10.44.070 TO DECREASE THE EXISTING 45 MILE PER HOUR PRIMA FACIE SPEED LIMIT UPON LA COSTA AVENUE FROM 1,000 FEET EAST OF EL CAMINO REAL TO RANCHO SANTA FE ROAD TO 40 MILES PER HOUR.

The City Council of the City of Carlsbad, California, hereby ordains as follows:

That Title 10, Chapter 10.44 of the Carlsbad Municipal Code is amended by the revision of Section 10.44.070 to read as follows:

"10.44.070 La Costa Avenue:

- (a) Upon La Costa Avenue from El Camino Real to a point one thousand feet easterly the prima facie speed limit shall be thirty-five miles per hour.
- (b) Upon La Costa Avenue from a point one thousand feet easterly of El Camino Real to its intersection with Rancho Santa Fe Road shall be forty miles per hour.
- (c) Upon La Costa Avenue from Rancho Santa Fe Road to its intersection with Camino de los Coches shall be forty-five miles per hour.
- (d) Upon La Costa Avenue from Interstate Highway 5 to its intersection with El Camino Real the prima facie speed limit shall be fifty-five miles per hour.

EFFECTIVE DATE: This ordinance shall be effective thirty (30) days after its adoption; and the City Clerk shall certify the adoption of this ordinance and cause it to be published at least once in a newspaper of general circulation in the City of Carlsbad within fifteen (15) days after its adoption.

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INTRODUCED AND FIRST READ at a Regular Meeting of the Carlsbad City Council on
the _____ day of _____, 2011, and thereafter

PASSED AND ADOPTED at a Regular Meeting of the City Council of the City of Carlsbad,
California, on the _____ day of _____, 2011, by the following vote, to wit:

AYES:
NOES:
ABSENT:

APPROVED AS TO FORM AND LEGALITY:

RONALD R. BALL, City Attorney

MATT HALL, Mayor

ATTEST:

LORRAINE M. WOOD, City Clerk
(SEAL)

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CARLSBAD, CALIFORNIA, AMENDING TITLE 10, CHAPTER 10.44, OF THE CARLSBAD MUNICIPAL CODE BY THE REVISION OF SECTION 10.44.070 TO DECREASE THE EXISTING 45 MILE PER HOUR PRIMA FACIE SPEED LIMIT UPON LA COSTA AVENUE FROM 1,000 FEET EAST OF EL CAMINO REAL TO RANCHO SANTA FE ROAD TO 40 MILES PER HOUR.

The City Council of the City of Carlsbad, California, hereby ordains as follows:

That Title 10, Chapter 10.44 of the Carlsbad Municipal Code is amended by the revision of Section 10.44.070 to read as follows:

"10.44.070 La Costa Avenue:

- (a) Upon La Costa Avenue from El Camino Real to a point one thousand feet easterly the prima facie speed limit shall be thirty-five miles per hour.
- ~~(b) Upon La Costa Avenue from a point one thousand feet easterly of El Camino Real to its intersection with Camino de los Coches the prima facie speed limit shall be forty-five miles per hour.~~
- ~~(c) Upon La Costa Avenue from Interstate Highway 5 to its intersection with El Camino Real the prima facie speed limit shall be fifty-five miles per hour.~~
- (b) Upon La Costa Avenue from a point one thousand feet easterly of El Camino Real to its intersection with Rancho Santa Fe Road shall be forty miles per hour.
- (c) Upon La Costa Avenue from Rancho Santa Fe Road to its intersection with Camino de los Coches shall be forty-five miles per hour.
- (d) Upon La Costa Avenue from Interstate Highway 5 to its intersection with El Camino Real the prima facie speed limit shall be fifty-five miles per hour.

EFFECTIVE DATE: This ordinance shall be effective thirty (30) days after its adoption; and the City Clerk shall certify the adoption of this ordinance and cause it to be published at least once in a newspaper of general circulation in the City of Carlsbad within fifteen (15) days after its adoption.

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INTRODUCED AND FIRST READ at a Regular Meeting of the Carlsbad City Council on
the _____ day of _____, 2010, and thereafter

PASSED AND ADOPTED at a Regular Meeting of the City Council of the City of Carlsbad,
California, on the _____ day of _____, 2010, by the following vote, to wit:

AYES:

NOES:

ABSENT:

APPROVED AS TO FORM AND LEGALITY:

RONALD R. BALL, City Attorney

CLAUDE LEWIS, Mayor

ATTEST:

LORRAINE M. WOOD, City Clerk
(SEAL)

1 RESOLUTION NO. 2011-267

2 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
3 CARLSBAD, CALIFORNIA, TO ACCEPT THE LA COSTA
4 AVENUE IMPROVEMENT PLAN.

5 WHEREAS, the City Council of the City of Carlsbad previously approved the planning objective to
6 develop a cost effective, community-preferred plan to address traffic speeds and safety on La
7 Costa Avenue in a way that respects the residential character and arterial function of the roadway;
8 and

9 WHEREAS, all publication and posting of public workshops, pursuant to said Resolution
10 adequately informed the stakeholders and invited the community to participate in the planning
11 process; and

12 WHEREAS, three community public workshops were conducted along with surveys and
13 comments forms were used to receive public input and develop the community-preferred plan;
14 and

15 WHEREAS, the City of Carlsbad Transportation Department developed and regularly
16 updated a webpage for the La Costa Avenue Improvement Plan to provide a transparent process
17 and access to project documents and receive public input; and

18 WHEREAS, the Traffic Safety Commission unanimously recommended City Council
19 approval of the La Costa Avenue Improvement Plan;

20 NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Carlsbad,
21 California, as follows:

- 22 1. That the above recitations are true and correct.
23 2. That the City accept the La Costa Avenue Improvement Plan.

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1 PASSED, APPROVED AND ADOPTED at a Regular Meeting of the City Council of the
2 City of Carlsbad on the _____ day of _____, 2011, by the
3 following vote, to wit:

4 AYES:

5 NOES:

6 ABSENT:

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Matt Hall, Mayor

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ATTEST:

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LORRAINE M. WOOD, City Clerk
(SEAL)

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CITY OF CARLSBAD – AGENDA BILL

9

AB#	20,739	2012-2013 COMMUNITY DEVELOPMENT BLOCK GRANT AND HOME INVESTMENT PARTNERSHIP PROGRAM	DEPT. HEAD	
MTG.	11/8/11		CITY ATTY.	
DEPT.	HNS		CITY MGR.	

RECOMMENDED ACTION:

Adopt Resolution No. 2011-268, approving the 2012-2013 Community Development Block Grant (CDBG) and Home Investment Partnership (HOME) Program Funding Plan and authorizing the distribution of a "Request for Proposals" for the 2012-2013 CDBG/HOME Program.

ITEM EXPLANATION:

In fiscal year 2012-2013, the City of Carlsbad may be entitled to a new allocation of Community Development Block Grant (CDBG) funds from the U.S. Department of Housing and Urban Development (HUD). As a participant in the San Diego Urban County Home Investment Partnership (HOME) Consortium, the City may also be eligible to receive federal HOME funds.

CDBG Program

The total amount of CDBG funds available to the City for the 2012-2013 program year is unknown at this stage in the federal budgeting process. However, it is anticipated that the City may receive less than the \$461,489 allocation it received for the 2011-2012 program year. In addition to the new allocation for the 2012-2013 program year, the City may receive approximately \$131,000 in program income from the Villa Loma Apartments available for allocation to new projects. Of the estimated total of \$592,489 in CDBG funding, approximately \$92,000 will be used for the City's administration of the program and \$70,000 will be available for public service activities. It is estimated that approximately \$215,000 will be available for affordable housing, and \$215,000 will be available for facility improvements or other eligible projects.

The primary objective of the CDBG program is to assist lower income persons/households. Each proposed project must meet at least one of the national objectives for the CDBG Program and at least one of the local housing and community development objectives. These national and local objectives are outlined in the attached "CDBG/HOME Program Funding Plan" (Exhibit 2). These objectives reflect the City's desire to develop a program which best meets the various needs of low and moderate-income Carlsbad residents.

HOME Program

The primary objective of the HOME program is to provide affordable housing opportunities for lower income households. HOME funds may be used to implement the following housing activities directly, through its local housing authority, or through for profit or non-profit organizations: 1) housing acquisition/rehabilitation; 2) housing rehabilitation; 3) housing construction; 4) rental assistance/security deposits; 5) homebuyer assistance; and 5) associated administration/planning activities. The total amount of new HOME funds available for allocation to eligible projects is anticipated to be less than the 2011-2012 allocation of \$255,000.

DEPARTMENT CONTACT: Frank Boensch, (760) 434-2818, frank.boensch@carlsbadca.gov

FOR CITY CLERKS USE ONLY.

COUNCIL ACTION:	APPROVED	<input type="checkbox"/>	CONTINUED TO DATE SPECIFIC	<input type="checkbox"/>
	DENIED	<input type="checkbox"/>	CONTINUED TO DATE UNKNOWN	<input type="checkbox"/>
	CONTINUED	<input type="checkbox"/>	RETURNED TO STAFF	<input type="checkbox"/>
	WITHDRAWN	<input type="checkbox"/>	OTHER – SEE MINUTES	<input type="checkbox"/>
	AMENDED	<input type="checkbox"/>		

Application Review Process

No changes are proposed to the application review process as approved by the City Council for use during previous program years.

CDBG/HOME Advisory Committee

To facilitate the selection and funding of activities which best meet the objectives of the CDBG/HOME Program, a City Council appointed CDBG/HOME Advisory Committee will be responsible for interviewing applicants, evaluating applications, and developing recommendations for funding amounts. The Advisory Committee's funding recommendations will then be presented to the City Council for consideration and final approval.

The following residents were appointed last year to serve two-year terms on the Advisory Committee:

Julie Nygaard, Planning Commission
Dawn Sheals, Northwest Quadrant
Joan Kindle, Southeast Quadrant
De'Ann Weimer, Southwest Quadrant

Staff requests that the Mayor appoint Advisory Committee Members to represent the following quadrants and commissions at a future meeting:

Senior Commission
Housing Commission
Northeast Quadrant

ENVIRONMENTAL IMPACT:

Pursuant to Public Resources Code Section 21065, approval of a funding plan and request for proposal, does not constitute a "project" within the meaning of CEQA in that it has no potential to cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and therefore does not require environmental review.

FISCAL IMPACT:

It is anticipated that the City will receive up to \$461,489 in new CDBG entitlement funds and up to \$255,000 in new HOME funds during fiscal year 2012-2013. Federal regulations allow the City to use a maximum of 20 percent of the new allocation for administration costs. The City's Cooperative agreement with The San Diego County HOME Consortium allows the City to recover approximately \$6,000 in administrative costs. Administration of the CDBG/HOME program can be fully funded by use of the federal funds. There is no fiscal impact on the General Fund.

EXHIBITS:

1. Resolution No. 2011-268 approving the 2012-2013 CDBG/HOME Funding Plan and authorizing the distribution of a "Request for Proposals" for the 2012-2013 CDBG/HOME Program.
2. 2012-2013 CDBG/HOME Funding Plan.
3. "Request for Proposals" for Carlsbad's 2012-2013 CDBG/HOME Program.

CITY COUNCIL RESOLUTION NO. 2011-268

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARLSBAD,
CALIFORNIA APPROVING THE 2012-2013 CDBG/HOME PROGRAM
FUNDING PLAN AND AUTHORIZING THE DISTRIBUTION OF A REQUEST
FOR PROPOSALS FOR THE 2012-2013 CDBG/HOME PROGRAM.**

WHEREAS, the City of Carlsbad, California, is entitled to a new allocation of Community Development Block Grant (CDBG) funds from the U. S. Department of Housing and Urban Development (HUD) for fiscal year 2012-2013; and,

WHEREAS, the City of Carlsbad, California is entitled to an allocation of HOME Investment Partnership (HOME) funds for the fiscal year 2012-2013 as a member of the San Diego County HOME Consortium; and,

WHEREAS, the City Council of the City of Carlsbad held a public hearing to obtain comments on the 2012-2013 CDBG/HOME Funding Plan and to consider approving the distribution of a "Request for Proposals" for the 2012-2013 CDBG/HOME Program; and,

WHEREAS, the City Council has taken all testimony into account.

NOW, THEREFORE BE IT HEREBY RESOLVED as follows:

1. That the above recitations are true and correct.
2. That the City Council approves the 2012-2013 CDBG/HOME Funding Plan, required by federal regulations, for Carlsbad's CDBG/HOME Program.
3. That staff of the Housing and Neighborhood Services Department is authorized to distribute a "Request for Proposals" for the City of Carlsbad's 2012-2013 CDBG/HOME Program.

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PASSED, APPROVED AND ADOPTED at a regular meeting of the City Council of the City of Carlsbad, California, held on the _____ day of November, 2011, by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

MATT HALL, Mayor

ATTEST:

LORRAINE M. WOOD, City Clerk
(SEAL)

CITY OF CARLSBAD

CDBG/HOME PROGRAM 2012-2013 FUNDING PLAN



CITY OF CARLSBAD
2012-2013
COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM
STATEMENT OF COMMUNITY DEVELOPMENT OBJECTIVES

The City of Carlsbad Community Development Block Grant (CDBG) funds will be allocated to organizations, agencies, City Departments, or persons to implement programs or develop/improve public facilities which meet the following community development objectives:

1. **AFFORDABLE HOUSING:**

- Provide direct benefit to lower income persons through the **provision or retention of affordable housing** units in Carlsbad;
- Provide **shelter or services to homeless or near homeless** persons/families which result in an improved situation through employment, permanent or transitional housing, treatment of mental, or substance abuse problems, etc.; and,
- Provide direct assistance to lower income households to prevent or eliminate residential Building or Municipal Code violations and/or improve the quality of housing units in Carlsbad through **residential (rental and/or owner occupied) rehabilitation** programs.

2. **SOCIAL SERVICES (GENERAL):**

- Provide assistance to non-profit public service providers who meet the **basic needs** of lower income Carlsbad residents. Basic needs are defined as those which provide food, shelter, clothing and, in some cases, health care;
- Provide assistance to non-profit public service providers who offer **counseling and self-improvement** programs/activities for lower income Carlsbad residents; and,
- Provide assistance to non-profit public service providers who offer **recreational and/or cultural** programs/activities for lower income Carlsbad residents.

3. **SOCIAL SERVICES (CHILDREN & ADULTS):**

- Provide assistance to organizations which administer programs that directly benefit **lower income children** living in Carlsbad. The programs must provide one or more of the following activities: day care, after-school care, cultural enrichment, recreation, health care/immunization or self-improvement. The City may also give priority to single-parent assistance programs such as counseling services; and
- Provide assistance to organizations which administer programs that directly benefit **low income adults** living in Carlsbad. The programs must provide one or more of the following activities for adults: employment services, job training, and educational programs. Programs designed for elderly adults only must provide one or more of the following activities: meals, homemaking or personal assistance services, financial assistance services, counseling, transportation, or shared housing or other housing related services.

**CITY OF CARLSBAD
2012-2013
COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM**

SUMMARY OF ESTIMATED FUNDS AVAILABLE FOR 2012-2013 PROGRAM YEAR

<u>Source of Funds</u>	<u>Amount(\$)</u>
New Entitlement Grant	461,000
Program Income	131,000
<u>Reallocation of Prior Year Funds</u>	<u>1,250</u>
TOTAL	593,250

<u>Funds Available by Activity</u>	<u>Amount (\$)</u>
Public Service (Maximum 15% of new grant.)	92,000
Affordable Housing	215,625
Public Facilities, Improvements/Other	215,625
<u>Program Administration/Fair Housing (Maximum 20% of new grant)</u>	<u>70,000</u>
Total Available Funds	593,250

**2012-2013
HOME INVESTMENT PARTNERSHIP
PROGRAM STRATEGY**

The City of Carlsbad, as a member of the San Diego Urban County HOME Consortium, may allocate its HOME Investment Partnership funds to implement the following activities directly, through local housing authorities, or for-profit or non-profit organizations:

1. Property Acquisition/Housing Construction

HOME funds may be used for property acquisition and all other eligible costs of providing new affordable housing for lower-income persons and special needs groups.

2. Housing Acquisition/Rehabilitation

HOME funds may be used for acquisition of existing housing units with or without rehabilitation for lower-income persons and special needs groups.

3. Housing Rehabilitation

HOME funds may be used for housing rehabilitation costs incurred separately or in connection with the acquisition of existing housing for lower-income persons and special needs groups.

4. Rental Assistance

HOME funds may be used for tenant based rental assistance, related residential security deposit assistance programs, and other eligible related costs.

5. Home Buyer Assistance

HOME funds may be used for home buyer assistance programs for lower income persons. Such programs may include, but are not limited to, downpayment and closing cost assistance, direct loan to the home buyer, interest subsidy to the lender, or "gap" financing.

6. Administration/Planning

A portion of HOME funding may be used for eligible HOME administration and planning costs, including direct administrative and overhead costs, public information, fair housing, and program development costs.

Funding Process

The City's portion of HOME funds will be awarded to eligible housing activities implemented by the City or by for profit or non-profit organizations on behalf of the City. Staff of the Housing and Neighborhood Services Department shall evaluate and determine those eligible housing activities to be considered for funding under the HOME Program based upon the housing need priorities established in the City's General Plan Housing Element and the Consolidated Plan. Staff will present the recommendations for project funding to the City Council for consideration and final approval.

Leverage

In so far as possible, HOME funds will be leveraged with other public and private funding sources to enhance program productivity.

Area of Activity

HOME funds may be used for housing activities implemented within the City of Carlsbad.

**CITY OF CARLSBAD
HOME INVESTMENT PARTNERSHIP PROGRAM
SUMMARY OF FUNDS AVAILABLE FOR 2012-2013 PROGRAM YEAR**

2012-2013 HOME Funding Allocation for Carlsbad	\$255,000
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**CITY OF CARLSBAD
2012-2013
COMMUNITY DEVELOPMENT BLOCK GRANT/HOME PROGRAM
REQUEST FOR PROPOSALS**

I. Introduction

Funding for the federal Community Development Block Grant (CDBG) Program is authorized under Title I of the Housing and Community Development Act. The program provides grants on a formula basis to entitled cities and counties to develop viable urban communities through the provision of decent housing, a suitable living environment and by expanding economic opportunities for lower income persons.

Funding for the federal Home Investment Partnership (HOME) Program is authorized under Title II of the Cranston-Gonzales National Affordable Housing Act. The program provides grants on a formula basis to entitled cities, counties and city/county consortiums to create affordable housing for lower income households. The City of Carlsbad receives HOME funds as a member of the San Diego County HOME Consortium, a group consisting of the County of San Diego and various cities in the county formed for the purpose of obtaining federal HOME funds.

II. Program Development

The City of Carlsbad is eligible to receive CDBG funds on an annual basis. In order for Carlsbad to receive the grants, a list of community development objectives must be developed along with an outline of proposed projects. The City of Carlsbad must also certify that it has followed an approved Consolidated Plan for Housing and Community Development and that not less than 70% of the CDBG funds will be used for activities that benefit low and moderate income persons. Low and moderate income guidelines are based upon household size and a chart is attached for your reference.

The City is eligible to receive HOME funds on an annual basis as a member of the San Diego County HOME Consortium. The City submits projects eligible for HOME funds to the Consortium for inclusion in the County's Consolidated Plan. The eligibility of households for HOME assistance varies with the nature of the funded activity. For rental housing and rental assistance, at least 90% of benefiting households must have incomes that are no more than 60% of the median family income for the area. In rental projects with five or more assisted units, at least 20% of the units must be occupied by families with incomes that do not exceed 50% of the area median income. The incomes of households receiving HOME assistance must not exceed 80% of the area median income.

III. Request for Proposals

The total amount of CDBG funds from the U.S. Department of Housing & Urban Development estimated to be available for Carlsbad in 2012-2013 is approximately \$593,250. This figure includes an estimated \$461,000 in new CDBG entitlement allocation, \$131,000 available from program income, and \$1,250 available for reallocation from prior year activities.

Of the \$593,250 total CDBG funds available, approximately \$92,000 will be used for the City's administration of the CDBG Program and \$70,000 will be available for eligible public service activities. Approximately \$215,625 will be available for public facilities, improvements and other eligible activities. Approximately \$215,625 in CDBG funds will be available for selected projects that will provide affordable housing opportunities in Carlsbad. Approximately \$255,000 will be available from the City's allocation of 2012-2013 HOME funds to assist in providing affordable housing opportunities for lower income households. Additional HOME funds from prior program years may be available for reallocation from other programs if a suitable proposal requires more than the estimated \$255,000 available in 2012-2013 program funding.

The combination of 2012-2013 CDBG and HOME funds being made available for affordable housing totals approximately \$470,000. Specifically, the \$470,000 will be targeted for use in acquisition of property for affordable housing purposes.

Organizations are strongly discouraged from applying for funds unless they are ready to implement the activity proposed for funding. A matching funds requirement will be applied to CDBG funded public facilities/improvement activities, and documentation showing use of matching funds will be required prior to distribution of CDBG funds for activities under that category. CDBG funding for amounts of \$100,000 or more may be made in the form of a deferred, no interest loan, to be forgiven in twenty years if the facility remains in use for purposes as stated in the application.

To develop a 2012-2013 CDBG/HOME program which meets the needs of the lower income population, Carlsbad requests assistance from members of the community. Citizen participation is critical to the success of the Carlsbad CDBG/HOME program. Therefore, we are encouraging all qualified nonprofit organizations to consider the needs of lower income persons within Carlsbad and submit an application for a proposed project or service. The Proposal Review Process for the CDBG/HOME Program is attached for your information.

Per federal regulations, all HOME funds must be used for affordable housing purposes and CDBG funds may be used for, but are not limited to: public service activities, acquisition of real property, relocation and demolition, rehabilitation of residential and nonresidential structures, construction of public facilities and improvements and conversion of schools for eligible purposes. The types of activities that generally are not eligible for CDBG funding include: buildings for the general conduct of government, political activities, income payments, construction of new housing and other facilities offering 24-hour care.

NATIONAL OBJECTIVES

The City of Carlsbad is committed to using CDBG funds to finance projects and services that provide direct benefit to lower income residents. Every project proposed for the CDBG program must address at least one of the three broad National Objectives for the program. The National Objectives are:

1. Provide direct benefit to lower income persons;
2. Aid in the prevention or elimination of slums or blight; and
3. Meet other community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community where no other financial resources are available to meet such needs.

LOCAL OBJECTIVES

In addition to meeting the National Objectives, every project proposed for CDBG funding must meet at least one of the local Community Development Objectives, which are:

1. Affordable Housing:

- Provide direct benefit to lower income persons through the provision of additional affordable housing units in Carlsbad;
- Provide shelter or services to homeless or near homeless persons/families which result in an improved situation through employment, permanent housing, treatment of mental, or substance abuse problems, etc.; and,
- Provide direct assistance to lower income households to prevent or eliminate residential Building or Municipal Code violations and/or improve the quality of

housing units in Carlsbad through residential (rental and/or owner occupied) rehabilitation programs.

2. SOCIAL SERVICES (GENERAL):

- Provide assistance to public service providers who meet the basic needs of lower income Carlsbad residents. Basic needs providers are defined as those that provide food, shelter, clothing, and in some cases, health care;
- Provide assistance to public service providers who offer counseling and self-improvement programs/activities for lower income Carlsbad residents; and,
- Provide assistance to public service providers who offer recreational and/or cultural programs/activities for lower income Carlsbad residents.

3. SOCIAL SERVICES (CHILDREN & ADULTS):

- Provide assistance to organizations which administer programs that directly benefit lower income children living in Carlsbad. The programs must provide one or more of the following activities: day care, after-school care, cultural enrichment, recreation, health care/immunization or self-improvement. The City may also give priority to single-parent assistance programs such as counseling services; and
- Provide assistance to organizations which administer programs that directly benefit lower income adults living in Carlsbad. The programs must provide one or more of the following activities for adults: employment services, job training, and educational programs. Programs designed for elderly adults only must provide one or more of the following activities: meals, homemaking or personal assistance services, financial assistance services, counseling, transportation, or shared housing or other housing related services.

It is the intent of the City to only approve CDBG/HOME assisted projects that do not result in the displacement of lower income persons from their homes. Therefore, all persons submitting project proposals to the City should consider the displacement impact upon lower income households.

IV. Submission of Request For Proposals

All persons, organizations, agencies, etc. wishing to submit an application for funding consideration under the CDBG/HOME program must obtain a "Funding Proposal Application" from the City of Carlsbad Housing and Neighborhood Services Department. Interested persons may request a Funding Proposal Application by calling (760) 434-2818, or by sending a request via internet email to frank.boensch@carlsbadca.gov.

Organizations that have not received CDBG/HOME funds from the City of Carlsbad within the last three years must attend an orientation meeting on December 1, 2011 at 3:00 PM. Applications for funding will not be accepted from organizations that have not received CDBG/HOME funds from the City within the last three years if they do not have a representative attend the orientation meeting.

Ten copies of each project proposal must be submitted to the attention of Frank Boensch prior to 5:00 p.m. on December 12, 2011 at the following address:

CITY OF CARLSBAD
HOUSING AND NEIGHBORHOOD SERVICES DEPARTMENT
2965 ROOSEVELT STREET, SUITE B
CARLSBAD, CA 92013

IV. Technical Assistance/Questions or Comments

City staff is available to provide technical assistance in preparing applications and to answer questions regarding the application review process. Please contact Frank Boensch at (760) 434-2818 for information regarding technical assistance or if you have questions or comments on the CDBG/HOME Program.



HOUSING AND REDEVELOPMENT COMMISSION AND CITY COUNCIL JOINT AGENDA BILL

AE#	20,740	<i>Acceptance of Loan from City to Agency for South Carlsbad Coastal Redevelopment Plan Implementation</i>	DEPT. DIRECTOR
MTG.	11/8/11		CITY ATTORNEY
DEPT.	HNS		CITY MANAGER

RECOMMENDED ACTION:

1. Housing and Redevelopment Commission Resolution No. 515 accepting a loan in the amount of two hundred fifty thousand dollars (\$250,000) for funds advanced by the City of Carlsbad to the Carlsbad Redevelopment Agency (for the South Coastal Carlsbad area) to pay for costs related to additional legal and other related actions to respond to, and continue opposition to, the application submitted to the California Energy Commission by Cabrillo Power for a new power plant on property located within the South Carlsbad Coastal Redevelopment Plan Area.
2. City Council Resolution No. 2011-269 authorizing the Finance Director to make an additional advance from the General Fund to the South Coastal Carlsbad Redevelopment Project Area (SCCRA) of the Carlsbad Redevelopment Agency in the amount of two hundred fifty thousand dollars (\$250,000) to pay for ongoing costs related to additional legal and other related actions to respond to, and continue opposition to, the application submitted to the California Energy Commission by Cabrillo Power for a new power plant on property located within the South Carlsbad Coastal Redevelopment Plan Area.

ITEM EXPLANATION:

In September of 1997, the City of Carlsbad began to identify options for action to eliminate or reduce the environmental impacts/blight of the existing Encina Power Plant and to achieve more compatible land uses along its coastline. At that time, the existing power plant, which began operation in 1954, was deemed to be obsolete due to its outdated, inefficient technology and more stringent Air Pollution Control District air emission standards. In addition, the utility/industrial land use represented by the power plant and related facilities was (and is) no longer considered the best use for this beautiful coastal property. As a result of research on the issues surrounding the existing power plant and related land uses and facilities, the City decided to form a redevelopment area known as the South Carlsbad Coastal Redevelopment Area (SCCRA), the boundaries for which include the power plant property.

DEPARTMENT CONTACT: Debbie Fountain 760-434-2935 debbie.fountain@carlsbadca.gov

FOR CITY CLERKS USE ONLY.

COMMISSION ACTION:	APPROVED	<input type="checkbox"/>	CONTINUED TO DATE SPECIFIC	<input type="checkbox"/>	_____
	DENIED	<input type="checkbox"/>	CONTINUED TO DATE UNKNOWN	<input type="checkbox"/>	_____
	CONTINUED	<input type="checkbox"/>	RETURNED TO STAFF	<input type="checkbox"/>	
	WITHDRAWN	<input type="checkbox"/>	OTHER – SEE MINUTES	<input type="checkbox"/>	
	AMENDED	<input type="checkbox"/>			

In July of 2000, the Redevelopment Plan (Plan) for the SCCRA was adopted. One of the goals of the Plan was to convert the utility/industrial land west of the railroad tracks (site of existing power plant) to another more appropriate land use that would 1) provide greater benefit to the community, 2) would eliminate the possibility of an intensification of utility/industrial applications at the site, and 3) enhance coastal access. A land use analysis indicates that a power plant on coastal property is not necessary and/or not appropriate for redevelopment purposes, and that an alternate land use strategy is needed for the area to eliminate the blighting conditions and provide additional community benefit.

In September 2007, NRG submitted an application to the California Energy Commission to build a new power plant on the existing power plant property with no guarantees that the existing power plant would be decommissioned and demolished anytime soon. The proposed project is not supported by the Carlsbad Redevelopment Agency because it will not eliminate the existing blighting conditions (for existing plant) and new blighting conditions will be created with the new project.

Through the Carlsbad Redevelopment Agency, the Housing and Redevelopment Commission serves as an administrative arm of the State to promote important State policies relating to the elimination of blight, providing jobs, and developing affordable housing. The Commission has previously found that the existing power plant creates blighting conditions in the community through its noxious emissions, 400-foot stack looming over residential areas, parks, and beaches, and use of hazardous materials on the property. It is the statutory duty of the Commission to ensure that those blighting conditions are eliminated through its enforcement of the redevelopment plan, and that new blighting conditions are not created/established as a result of new projects such as the proposed power plant.

Since 2008, the City of Carlsbad has approved and funded through the City's General Fund \$1.5 million to pay for costs related to all legal and other related actions to respond to, and/or establish opposition to, the application submitted to the California Energy Commission by NRG for a new power plant on property located within the SCCRA. To prevent additional blighting conditions and to encourage the elimination of existing blight within the SCCRA, these costs are necessary to implement the related redevelopment plan and are consistent with the five year implementation plan adopted for the SCCRA in 2005. Since the SCCRA does not yet have adequate tax increment to pay for said costs, the Commission requested that the initial \$1.5 million funded by the General Fund be considered a loan from the City to cover said costs until such time as the Agency may receive adequate tax increment funds to repay said loan. This loan, approved April 27, 2010, constituted an indebtedness of the Housing and Redevelopment Commission and shall be repaid according to the Cooperation, Reimbursement and Repayment Agreement between the Council and Commission last amended in July 2009.

The California Energy Commission recently continued the hearings on the noted application with the intent of reopening the testimony on select issues for reconsideration by the Commission at a later date. This continuation requires additional legal and other actions by the Carlsbad Redevelopment Agency to respond to, and/or continue opposition to, the application for the new power plant in the SCCRA. As a result, staff is recommending that the City Council approve an additional loan to the Housing and Redevelopment Commission for implementation of the SCCRA project plan in the total amount of \$250,000 and that the

Commission accept said loan, for the funds advanced to pay the costs related to the legal and other related actions to respond to, and/or establish a defense against, the proposed new power plant within the SCCRA. This loan shall become a debt of the SCCRA.

FISCAL IMPACT:

To date, a total of \$1.5 million in funds has been advanced to the SCCRA to pay for costs related to implementation of the SCCRA Plan for all legal and other related actions to respond to, and/or establish opposition to, the application submitted by NRG to the California Energy Commission for a new power plant within the SCCRA. An additional \$250,000 in funds are required by the Housing and Redevelopment Commission to pay for the additional costs associated with the ongoing legal and other related actions to respond to, and/or continue opposition to, the application submitted by NRG to the California Energy Commission for a new power plant within the SCCRA.

Since there are inadequate tax increment funds generated within the SCCRA to cover said costs at this time, the Commission has requested that the \$250,000 in funds be provided in the form of a loan from the City Council to be repaid at a later date by the Commission according to the Cooperation, Reimbursement and Repayment Agreement approved for redevelopment implementation efforts in both the Village and SCCRA. The additional loan shall become an indebtedness of the SCCRA, and was anticipated in the recently submitted Enforceable Obligations Payment Schedule (EOPS) as an ongoing project authorized by both the City Council and Housing and Redevelopment Commission.

ENVIRONMENTAL IMPACT:

The actions set forth above do not qualify as a "project" under the California Environmental Quality Act (CEQA) per State CEQA Guidelines Section 15378 in that they do not have the potential to result in a direct or reasonable foreseeable indirect adverse physical impact on the environment.

EXHIBITS:

1. Housing and Redevelopment Commission Resolution No. 515 accepting a loan in the amount of two hundred fifty thousand dollars (\$250,000) for funds advanced by the City of Carlsbad to the Carlsbad Redevelopment Agency (for the South Coastal Carlsbad Project Area) to pay for costs related to additional legal and other related actions to respond to, and continue opposition to, the ongoing application submitted to the California Energy Commission by Cabrillo Power for a new power plant on property located within the SCCRA.
2. City Council Resolution No. 2011-269 authorizing the Finance Director to make an advance from the General Fund to the South Coastal Carlsbad Project Area (SCCRA) of the Carlsbad Redevelopment Agency in the amount of two hundred fifty thousand dollars (\$250,000) to pay for costs related to additional legal and other related actions required to respond to, and continue opposition to, the ongoing application submitted to the California Energy Commission by Cabrillo Power for a new power plant on property located within the SCCRA.

RESOLUTION NO.

515

A RESOLUTION OF THE HOUSING AND REDEVELOPMENT COMMISSION OF THE CITY OF CARLSBAD, CALIFORNIA, ACCEPTING A LOAN FROM THE CITY COUNCIL IN THE AMOUNT OF \$250,000 FOR FUNDS ADVANCED FOR IMPLEMENTATION OF THE SCCRA PLAN RELATED TO ADDITIONAL LEGAL COSTS AND OTHER RELATED ACTIONS TO RESPOND TO, AND CONTINUE OPPOSITION TO, THE ONGOING APPLICATION SUBMITTED TO THE CALIFORNIA ENERGY COMMISSION FOR A NEW POWER PLANT ON PROPERTY WITHIN THE SCCRA.

WHEREAS, in 2007, NRG submitted an application to the California Energy Commission to build a new power plant on the existing power plant property with no guarantees that the existing power plant would be decommissioned and demolished; and

WHEREAS, the site of the new proposed as well as the existing power plant is located on property within the boundaries of the South Carlsbad Coastal Redevelopment Area (SCCRA); and

WHEREAS, the proposed new power plant is not supported by the Housing and Redevelopment Commission because it will not eliminate the existing blighting conditions (for the existing plant) and new blighting conditions will be created if the proposed plant is constructed on said site; and

WHEREAS, the all legal and other related costs to respond to, and/or establish and continue a defense against, the application submitted by NRG to the California Energy Commission for said new power plant shall be paid for by the Carlsbad Redevelopment Agency with funds loaned to said Agency from the City of Carlsbad pursuant to a Cooperative Agreement approved by the Council and Commission on August 7, 2001; and

1 WHEREAS, implementation activities by the Carlsbad Redevelopment Agency to
2 eliminate blight and blighting conditions as related to the power plant property and to
3 participate in future redevelopment of said site are consistent with the SCCRA Five-
4 Year Implementation Plan approved by the Housing and Redevelopment Commission in
5 2005;

6 WHEREAS, the City Council has approved advances to the Carlsbad
7 Redevelopment Agency to cover said costs for previous and ongoing opposition to the
8 application for the subject power plant project, and desires to provide these advanced
9 funds in the form of a loan to the Housing and Redevelopment Commission which shall
10 become a debt of the Carlsbad Redevelopment Agency for implementation of the
11 SCCRA Plan.
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13 NOW, THEREFORE, BE IT RESOLVED by the Housing and Redevelopment
14 Commission of the City of Carlsbad, California, as follows:

- 15 1. That the above recitations are true and correct.
- 16 2. That the Finance Director is authorized to accept a loan from the City Council
17 in the amount of \$250,000 on behalf of the Carlsbad Redevelopment Agency
18 for fund advances and other approved appropriations for additional and
19 ongoing costs related to implementation activities within the South Carlsbad
20 Coastal Redevelopment Area related to the opposition to the application
21 submitted to the California Energy Commission for a new power plant on
22 property within the South Carlsbad Coastal Redevelopment Area.
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- 24 3. That the Finance Director is authorized to appropriate and advance said
25 funds for the noted costs related to the defense against the proposed power
26 plant project to the South Carlsbad Coastal Redevelopment Area Fund.
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1 4. That said loan from the City Council to the Housing and Redevelopment
2 Commission for said implementation costs for the South Carlsbad Coastal
3 Redevelopment Area shall constitute an indebtedness of the Housing and
4 Redevelopment Commission and shall be repaid according to the terms of the
5 Cooperative Agreement approved by the Council and Commission on August
6 7, 2001.
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1 PASSED, APPROVED AND ADOPTED at a Joint Special Meeting of the
2 Carlsbad Housing and Redevelopment Commission and Carlsbad City Council held on
3 the _____ day of _____, 2011, by the following vote to wit:
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5 AYES:

6 NOES:

7 ABSENT:
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10 _____
11 MATT HALL, Chairman

12 ATTEST:

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14 _____
15 LISA HILDABRAND, Secretary
16 (SEAL)
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RESOLUTION NO. 2011-269

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARLSBAD, CALIFORNIA, AUTHORIZING A LOAN FROM THE CITY COUNCIL TO THE HOUSING AND REDEVELOPMENT COMMISSION IN THE AMOUNT OF \$250,000 TO PROVIDE ADDITIONAL FUNDS FOR IMPLEMENTATION OF THE SCCRA PLAN RELATED TO ADDITIONAL LEGAL COSTS AND OTHER RELATED ACTIONS TO RESPOND TO, AND CONTINUE OPPOSITION TO, THE ONGOING PROCESSING OF THE APPLICATION SUBMITTED BY NRG TO THE CALIFORNIA ENERGY COMMISSION FOR A NEW POWER PLANT ON PROPERTY WITHIN THE SCCRA.

WHEREAS, in 2007 NRG submitted an application to the California Energy Commission to build a new power plant on the existing power plant property with no guarantees that the existing power plant would be decommissioned and demolished; and

WHEREAS, the site of the new proposed as well as the existing power plant is located on property within the boundaries of the South Carlsbad Coastal Redevelopment Area (SCCRA); and

WHEREAS, the proposed new power plant is not supported by the City Council or the Housing and Redevelopment Commission because it will not eliminate the existing blighting conditions (for the existing plant) and new blighting conditions will be created if the proposed plant is constructed on said site, and said site is no longer appropriate for this heavy industrial use; and

WHEREAS, the previously approved and additional legal and other related costs to respond to, and/or establish and continue opposition to, the application submitted by NRG to the California Energy Commission for said new power plant shall be paid for by the Carlsbad Redevelopment Agency with funds loaned to said Agency from the City of

1 Carlsbad pursuant to a Cooperative Agreement approved by the Council and
2 Commission on August 7, 2001; and

3 WHEREAS, the City Council has previously approved and indicated its intent to
4 approve additional advances to the Carlsbad Redevelopment Agency, if necessary, to
5 cover said costs for said defense against the application for the subject power plant
6 project, and now desires to provide these advanced funds in the form of an additional
7 loan to the Housing and Redevelopment Commission which shall become a debt of the
8 Carlsbad Redevelopment Agency for implementation of the SCCRA Plan.
9

10 NOW, THEREFORE, BE IT RESOLVED by the Housing and Redevelopment
11 Commission of the City of Carlsbad, California, as follows:

- 12 1. That the above recitations are true and correct.
- 13 2. That the City Council hereby authorizes the Finance Director to make an
14 advance from the General Fund to the South Coastal Carlsbad
15 Redevelopment Project Area (SCCRA) of the Carlsbad Redevelopment
16 Agency in an additional amount not to exceed \$250,000 for costs related to
17 implementation activities within the SCCRA related to ongoing opposition to
18 the application submitted to the California Energy Commission for a new
19 power plant on property within the South Carlsbad Coastal Redevelopment
20 Area.
21
- 22 3. That said loan from the City Council to the Housing and Redevelopment
23 Commission for said implementation costs for the South Carlsbad Coastal
24 Redevelopment Area shall constitute an indebtedness of the Housing and
25 Redevelopment Commission and shall be repaid according to the terms of the
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Cooperative Agreement approved by the Council and Commission on August
7, 2001.

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1 PASSED, APPROVED AND ADOPTED at a Joint Special Meeting of the
2 Carlsbad City Council and Carlsbad Housing and Redevelopment Commission held on
3 the ____ day of _____, 2011, by the following vote to wit:
4

5 AYES:

6 NOES:

7 ABSENT:
8
9

10 _____
11 MATT HALL, Mayor

12 ATTEST:

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14 _____
15 LORRAINE M. WOOD, City Clerk
16 (SEAL)
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MINUTES

JOINT MEETING OF: THE CITY OF CARLSBAD HOUSING AND
REDEVELOPMENT COMMISSION, CITY COUNCIL AND
MUNICIPAL WATER DISTRICT BOARD
(Joint Special Meeting)
DATE OF MEETING: September 13, 2011
TIME OF MEETING: 6:00 p.m.
PLACE OF MEETING: City Council Chambers

CALL TO ORDER:

Chair/Mayor/President Hall called the Joint Special Meeting to order at 7:08 p.m.

ROLL CALL:

Present: Commission/Council/Board Members Hall, Kulchin, Blackburn, Douglas and Packard.
Absent: None.

APPROVAL OF MINUTES:

On a motion by Vice Chair/Mayor Pro Tem/Vice President
Kulchin, the minutes of the following meeting were approved as presented:

Minutes of the Special Meeting of July 26, 2011 (*Board Only*).
Minutes of the Special Meeting of July 26, 2011 (*Board Only*).
Minutes of the Joint Special Meeting of July 26, 2011 (*Board Only*).
Minutes of the Special Meeting of August 16, 200 (*Board Only*).
Minutes of Special Meeting held August 23, 2011 (*Board Only*).

DEPARTMENTAL REPORT:

13. AB #739 – APPROVAL OF AGREEMENT WITH SAN DIEGO COUNTY WATER AUTHORITY.

Utilities Director Glenn Pruim gave the staff report and presented the Power Point presentation, on
file in the office of the City Clerk.

Peter MacLaggan, representing Poseidon Resources, came forward to address
Commission/Council/Board in favor of the agreement.

Stephen Carroll, Carlsbad, came forward to address Commission/Council/Board requesting
information regarding the availability of water from this project.

ACTION: On a motion by Vice Chair Kulchin, Commission adopted **RESOLUTION NO. 512**, approving an agreement with the San Diego County Water Authority memorializing certain understandings and establishing a framework for cooperation regarding the proposed Carlsbad Seawater Desalination Project, as amended, to include the following wording, "the terms under which the parties would rescind the water purchase agreement between them".

AYES: Hall, Kulchin, Blackburn, Douglas and Packard.

NOES: None.

ABSENT: None.

ACTION: On a motion by Mayor Pro Tem Kulchin, Council adopted **RESOLUTION NO. 2011-223**, approving the agreement with the San Diego County Water Authority memorializing certain understandings and establishing a framework for cooperation regarding the proposed Carlsbad Seawater Desalination Project, as amended, to include the following wording in Section 2, "the terms under which the parties would rescind the water purchase agreement between them".

AYES: Hall, Kulchin, Blackburn, Douglas and Packard.

NOES: None.

ABSENT: None.

ACTION: On a motion by Vice President Kulchin, Board adopted **RESOLUTION NO. 1426**, approving an agreement with the San Diego County Water Authority memorializing certain understandings and establishing a framework for cooperation regarding the proposed Carlsbad Seawater Desalination Project, as amended, to include the following wording, "the terms under which the parties would rescind the water purchase agreement between them".

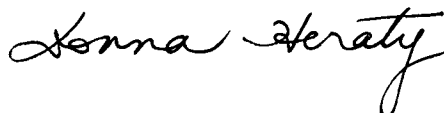
AYES: Hall, Kulchin, Blackburn, Douglas and Packard.

NOES: None.

ABSENT: None.

ADJOURNMENT:

By proper motion, the Joint Special Meeting of September 13, 2011 was adjourned at 7:28 p.m.



DONNA HERATY
Deputy City Clerk/Deputy Secretary

MINUTES

JOINT MEETING OF: THE CITY OF CARLSBAD HOUSING AND
REDEVELOPMENT COMMISSION AND CITY COUNCIL
(Joint Special Meeting)
DATE OF MEETING: September 13, 2011
TIME OF MEETING: 6:00 p.m.
PLACE OF MEETING: City Council Chambers

CALL TO ORDER:

Chair/Mayor Hall called the Joint Special Meeting to order at 7:32 p.m.

ROLL CALL:

Present: Commision/Council Members Hall, Kulchin, Blackburn, Douglas and Packard.

Absent: None.

ORDINANCE FOR ADOPTION:

14. AB #20,679 – AUTHORIZE PARTICIPATION IN THE ALTERNATIVE VOLUNTARY REDEVELOPMENT PROGRAM.

Assistant City Attorney Ron Kemp titled the Ordinance.

ACTION: On a motion by Vice Chair Kulchin, Commission adopted **RESOLUTION NO. 510**, authorizing the Executive Director of the Redevelopment Agency to execute the Remittance Agreement between the Carlsbad Redevelopment Agency and the City of Carlsbad.

AYES: Hall, Kulchin, Blackburn, Douglas and Packard.

NOES: None.

ABSENT: None.

ACTION: On a motion by Mayor Pro Tem Kulchin, Council adopted **ORDINANCE NO. CS-156**, authorizing the City of Carlsbad to participate in the Alternative Voluntary Redevelopment Program, subject to certain conditions and reservations.

AYES: Hall, Kulchin, Blackburn, Douglas and Packard.

NOES: None.

ABSENT: None.

ACTION: On a motion by Mayor Pro Tem Kulchin, Council adopted **RESOLUTION NO. 2011-218**, authorizing the City Manager to execute the Remittance Agreement between the Carlsbad Redevelopment Agency and the City of Carlsbad.

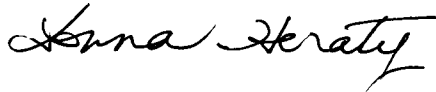
AYES: Hall, Kulchin, Blackburn, Douglas and Packard.

NOES: None.

ABSENT: None.

ADJOURNMENT:

By proper motion, the Joint Special Meeting of September 13, 2011 was adjourned at 7:33 p.m.

A handwritten signature in cursive script, appearing to read "Donna Heraty".

DONNA HERATY
Deputy City Clerk

MINUTES

SPECIAL MEETING OF: CITY OF CARLSBAD HOUSING AND REDEVELOPMENT COMMISSION (Special Meeting)

DATE OF MEETING: September 13, 2011

TIME OF MEETING: 6:00 p.m.

PLACE OF MEETING: City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, CA 92008

CALL TO ORDER: Chair Hall called the Meeting to order at 7:30 p.m.

ROLL CALL was taken by the City Clerk as follows:

Present: Commission Members Hall, Kulchin, Blackburn, Douglas and Packard.

Absent: None.

APPROVAL OF MINUTES:

On a motion by Vice Chair Kulchin, the Minutes of the following meeting were unanimously approved as presented:

Minutes of the Regular Meeting held August 18, 2011.

Minutes of the Special Meeting held August 23, 2011.

Minutes of the Joint Special Meeting held August 23, 2011 (*Commission Only*).

CONSENT CALENDAR:

ACTION: On a motion by Vice Chair Kulchin, Commission affirmed the action of the Consent Calendar, Item #15.

AYES: Hall, Kulchin, Blackburn, Douglas and Packard.

NOES: None.

WAIVER OF ORDINANCE TEXT READING:

Council waived the reading of the text of all Ordinances and Resolutions at this Meeting.

15. AB #20,432 – APPROVE PAYMENT SCHEDULE.

Commission adopted **RESOLUTION NO. 511**, approving the Enforceable Obligation Payment Schedule for the Carlsbad Redevelopment Agency; and, authorizing submission of the noted Schedule to the appropriate County and State Agencies with a retroactive approval date of August 29, 2011.

ADJOURNMENT:

By proper motion, the Special Meeting of September 13, 2011 was adjourned at 7:34 p.m.

A handwritten signature in black ink that reads "Donna Heraty". The signature is written in a cursive, flowing style.

DONNA HERATY
Deputy City Clerk

MINUTES

JOINT MEETING OF: THE CITY OF CARLSBAD HOUSING AND
REDEVELOPMENT COMMISSION AND CITY COUNCIL
(Joint Special Meeting)
DATE OF MEETING: September 27, 2011
TIME OF MEETING: 6:00 p.m.
PLACE OF MEETING: City Council Chambers

CALL TO ORDER:

Chair/Mayor Hall called the Joint Special Meeting to order at 6:32 p.m.

ROLL CALL:

Present: Commission/Council Members Hall, Kulchin, Blackburn, Douglas and Packard.

Absent: None.

PUBLIC HEARING:

7. AB #20,690 – AUTHORIZE ISSUANCE OF WRITTEN REPORT AND CONSIDERATION OF CHANGES TO POWER PLANT STANDARDS.

Senior Planner Scott Donnell presented the Power Point presentation, on file in the office of the City Clerk.

Chair/Mayor Hall opened the duly noticed public hearing at 6:47 p.m.

Gary Knight, representing San Diego North Economic Development Council, came forward to address Council stating their Board of Directors' position regarding the importance of maintaining a consistent, reliable and affordable power source for business development and sustainability.

The following people spoke in support of this item -

Julie Baker, Powervision
Tom Siekmann, Carlsbad
Kerry Siekmann, Carlsbad
Arnold Roe, Ph.D, Powervision

The following people asked to be put on record in support of this item –

Catherine Miller, Carlsbad
Walt Meier, Carlsbad
Ro Ziss, Carlsbad
George Piantka, Carlsbad
Ahmed Haque, Carlsbad
Michael Pearson, Carlsbad

The following person spoke in opposition to this item -

Scott Valentino, Vice President of Development, NRG Energy

Chair/Mayor Hall closed the public hearing at 7:02 p.m.

City Attorney Ron Ball titled the Ordinances.

ACTION: On a motion by Vice Chair/Mayor Pro Tem Kulchin, Commission adopted **RESOLUTION NO. 514**, concurring with the issuance of a written report by the City Council describing the measures taken by the City to alleviate the condition that lead to the adoption of Urgency Ordinance CS-067, consistent with Government Code Section 65858(d).

AYES: Hall, Kulchin, Blackburn, Douglas and Packard.

NOES: None.

ABSENT: None.

ACTION: On a motion by Mayor Pro Tem/Vice Chair Kulchin, Council introduced **ORDINANCE NO. CS-158**, approving an amendment to Zoning Ordinance Section 21.36.020, Table "A", regarding generation and transmission of electrical energy as permitted uses in the Public Utility Zone.

AYES: Hall, Kulchin, Blackburn, Douglas and Packard.

NOES: None.

ABSENT: None.

ACTION: On a motion by Mayor Pro Tem/Vice Chair Kulchin, Council introduced **ORDINANCE NO. CS-159**, approving an amendment to the Encina Power Station Precise Development Plan PDP 00-02(E) to –

- (1) clarify the Encina Power Station is not consistent with the General Plan or Zoning Ordinance due to its location in the Coastal Zone and its generating capacity, among other things;
- (2) revise the contents of the Precise Development Plan as necessary to reflect this inconsistency; and
- (3) make minor housekeeping changes to reflect, among other things, the approved status of the Carlsbad Seawater Desalination Plant, the Encina Power Station Precise Development Plan encompasses the 95-acre Encina Power Station at 4600 Carlsbad Boulevard, located along the south shore of Agua Hedionda Lagoon and west of Interstate 5 and within Local Facilities Management Zones 1 and 3.

AYES: Hall, Kulchin, Blackburn, Douglas and Packard.

NOES: None.

ABSENT: None.

ACTION: On a motion by Mayor Pro Tem/Vice Chair Kulchin, Council introduced **ORDINANCE NO. CS-160**, approving an amendment to the Encina Specific Plan SP 144(N) that –

- (1) incorporates Precise Development Plan PDP 00-02(E) as approved by City Council Ordinance No. CS-159;
- (2) deletes statements regarding future power generating facilities; and
- (3) clarifies the Encina Power Station is not consistent with the General Plan or Zoning Ordinance.

The Encina Specific Plan extends between the Pacific Ocean and Cannon Road, encompasses the Agua Hedionda Lagoon, the Encina Power Station, and properties within Local Facilities Management Zones 1, 3, and 13.

AYES: Hall, Kulchin, Blackburn, Douglas and Packard.
NOES: None.
ABSENT: None.

ACTION: On a motion by Mayor Pro Tem/Vice Chair Kulchin, Council adopted **RESOLUTION NO. 2011-229**, authorizing the issuance of a written report as required by Government Code Section 65858(d) to describe the measures taken by the City to alleviate the condition which led to the adoption of Urgency Ordinance No. CS-067.

AYES: Hall, Kulchin, Blackburn, Douglas and Packard.
NOES: None.
ABSENT: None.

ACTION: On a motion by Mayor Pro Tem/Vice Chair Kulchin, Council adopted **RESOLUTION NO. 2011-230**, approving a General Plan amendment and Local Coastal Program amendment to revise land use standards regarding the generation and transmission of electrical energy and expansion opportunities for the Encina Power Station.

AYES: Hall, Kulchin, Blackburn, Douglas and Packard.
NOES: None.
ABSENT: None.

ADJOURNMENT:

By proper motion, the Joint Special Meeting of September 27, 2011 was adjourned at 7:08 p.m.


LORRAINE M. WOOD, CMC
City Clerk

DONNA HERATY
Deputy City Clerk



HOUSING AND REDEVELOPMENT COMMISSION – AGENDA BILL

11

AB#	433	AUTHORIZING A LEASE AGREEMENT BETWEEN THE CARLSBAD REDEVELOPMENT AGENCY AND ROSA HERNANDEZ, D.B.A. THE VILLAGE GRILLE FOR 2833 STATE STREET	DEPT. DIRECTOR	
MTG.	11/8/11		GENCOUNSEL	
DEPT.	PEM		EXEC DIR.	

RECOMMENDED ACTION:

Hold a public hearing to accept public comments and ADOPT Resolution No. 516 of the Housing and Redevelopment Commission of the City of Carlsbad, California authorizing a three-year lease agreement between the Carlsbad Redevelopment Agency and Rosa Hernandez, d.b.a. The Village Grille for 2833 State Street for the term August 1, 2011 through July 31, 2014, and authorizing the Executive Director to execute all associated documents.

ITEM EXPLANATION:

The Carlsbad Redevelopment Agency (Agency) is the owner of real property located at 2833 State Street in Carlsbad, California. The property was purchased by the Agency with the intent of facilitating redevelopment of the site as well as other properties at the corner of Grand Avenue and State Street at a future date. The property was leased to Rosa Hernandez for the Village Grille restaurant at the time of acquisition. The Agency is proposing to continue a short term lease with Ms. Hernandez until such time as future redevelopment activities can be developed in concept and implemented.

The property in question is located adjacent to additional property owned by the Carlsbad Redevelopment Agency (public parking lot) and the North County Transit District (commuter rail station). It has been leased continuously to the Village Grille as a restaurant, since 1992. Although the property was purchased for redevelopment purposes, staff has evaluated this request for a continuing lease and does not feel that entering into a short term lease agreement (3 years) with Ms. Hernandez will affect any future planning efforts for the area or redevelopment of the site. The lease agreement would provide an option for Ms. Hernandez to extend the term of the lease agreement for two (2) additional one (1) year periods, with the Agency's consent. Since the Village Grille has been a long term tenant in good standing, the new monthly lease agreement will provide for an increase to the existing lease payment of four percent (4%) with additional annual increases of four percent (4%). This percentage of increase is consistent with the local leasing market, for long-term tenants with a good credit standing. Leasing of the property for an additional three (3) years will provide the Agency with approximately \$48,226 in additional revenue.

DEPARTMENT CONTACT: Joe Garuba 760-434-2893; joe.garuba@carlsbadca.gov

FOR CITY CLERK'S USE ONLY.

COMMISSION ACTION:	APPROVED	<input type="checkbox"/>	CONTINUED TO DATE SPECIFIC	<input type="checkbox"/>	_____
	DENIED	<input type="checkbox"/>	CONTINUED TO DATE UNKNOWN	<input type="checkbox"/>	
	WITHDRAWN	<input type="checkbox"/>	RETURNED TO STAFF	<input type="checkbox"/>	
	AMENDED	<input type="checkbox"/>	BOARD RECEIVED THE REPORT/PRESENTATION	<input type="checkbox"/>	
			OTHER – SEE MINUTES	<input type="checkbox"/>	

Page 2– Village Grille Lease

Staff has exclusively negotiated the attached lease agreement between the Carlsbad Redevelopment Agency and Ms. Hernandez for the Village Grille to allow for the restaurant to continue at the State Street building on a short term basis to 1) prevent a further blighting influence created by the presence of a vacant building in a key revitalization area; 2) test the market for the appropriate use for the property; 3) support economic development activities; and 4) to allow additional time for appropriate planning efforts related to redevelopment of the property at a later date.

Per California Health and Safety Code Section 33431 (Redevelopment Law), the Agency may enter into a lease without public bidding but only after a public hearing. The Village Grille restaurant is an appropriate tenant due to its experience and proven track record as a successful restaurant in Carlsbad, and staff recommends continuing to allow the restaurant to operate until such time as appropriate efforts can be implemented to comprehensively redevelop the site at a future date.

In addition, per California Health and Safety Code Section 33433, the Agency must provide a report on the lease and its fiscal and other impacts. The required report is attached for review and was made available for public inspection. The lease agreement requires final approval by the Housing and Redevelopment Commission following a public hearing.

If approved, the lease shall be retroactive to August 1, 2011 and will have an initial term of three (3) years with a required rental payment of one thousand, two hundred eighty seven dollars and forty three cents (\$1,287.43) month.

Per California Health and Safety Code Section 33400(b), the Agency is permitted to "rent, maintain, manage, operate, repair and clear real property purchased for the purposes of redevelopment". Therefore, the Agency may enter into the noted lease agreement and allow use of the building for a restaurant while the Agency continues its efforts to prepare for redevelopment of the site. The restaurant use is consistent with the Village Master Plan and Design Manual and with the redevelopment goals and objectives for the area. Staff is recommending approval of the lease agreement as presented and attached to this report.

FISCAL IMPACT:

The term of the lease is three (3) years with total estimated payments of \$48,226.20. The lease payments will be paid as follows:

Year 1: \$1,287.43 per month or \$15,449.16/year

Year 2: \$1,338.93 per month or \$16,067.16/year

Year 3: \$1,392.49 per month or \$16,709.88/year

ENVIRONMENTAL IMPACT:

Pursuant to Public Resources Code section 21065, this action does not constitute a "project" within the meaning of CEQA in that it has no potential to cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and therefore does not require environmental review.

EXHIBITS:

1. Resolution No. 516 of the Housing and Redevelopment Commission of the City of Carlsbad, California authorizing a three-year lease agreement between the Carlsbad Redevelopment Agency and Rosa Hernandez, d.b.a. The Village Grill for 2833 State Street for the term August 1, 2011 through July 31, 2014, and authorizing the Executive Director to execute all associated documents.
2. Section 33433 Redevelopment Report.
3. Lease Agreement between Carlsbad Redevelopment Agency and Rosa Herndandez, d.b.a. The Village Grille.

RESOLUTION NO. 516

A RESOLUTION OF THE HOUSING AND REDEVELOPMENT COMMISSION OF THE CITY OF CARLSBAD, CALIFORNIA, AUTHORIZING A THREE-YEAR LEASE AGREEMENT BETWEEN THE CARLSBAD REDEVELOPMENT AGENCY AND ROSA HERNANDEZ, D.B.A. THE VILLAGE GRILLE FOR 2833 STATE STREET FOR THE TERM AUGUST 1, 2011 THROUGH JULY 31, 2014, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE ALL ASSOCIATED DOCUMENTS.

WHEREAS, the Carlsbad Redevelopment Agency is the owner of the real property located at 2833 State Street; and,

WHEREAS, the subject site was acquired by the Redevelopment Agency with the intent of facilitating redevelopment of the site as well as other properties at the corner of Grand Avenue and State Street at a future date; and,

WHEREAS, it is unknown as to when the Agency will be able to initiate comprehensive redevelopment activities related to the subject site due to a poor economy and other extenuating circumstances; and,

WHEREAS, there is a need within the community to make continued use of the subject building/property for retail purposes until such time that a redevelopment project may occur at the site to eliminate blight and/or blighting influences within the Village Redevelopment Area; and,

WHEREAS, there is a continuing need to test the consumer market for demand and benefit as well as encourage a successful business in an affordable manner within the Village Redevelopment Area, and the subject building has the ability to accommodate said business; and,

WHEREAS, the Agency has determined that it is appropriate and necessary to enter into the subject lease and to extend the use of the subject building for retail

1 purposes until such time as a redevelopment project may be implemented at said site;
2 and,

3 WHEREAS, California Health and Safety Code Section 33400(b) permits the
4 Agency to rent, maintain, manage, operate, repair, and clear property purchased for the
5 purposes of redevelopment; and,

6 WHEREAS, the Agency has exclusively negotiated with Rosa Hernandez to
7 lease the subject building and operate a restaurant within the building; and,

8
9 WHEREAS, the Housing and Redevelopment Commission of the City of
10 Carlsbad, on the date of this resolution, held a duly noticed public hearing to consider
11 the recommendations and heard all persons interested in or opposed to the lease
12 agreement between the Carlsbad Redevelopment Agency and Rosa Hernandez for the
13 use of the subject property as a restaurant; and,

14 WHEREAS, the Housing and Redevelopment Commission of the City of
15 Carlsbad, on the date of this resolution, considered the report on the lease as required
16 per Section 33433 of the California Health and Safety Code.

17
18 NOW, THEREFORE, BE IT RESOLVED by the Housing and Redevelopment
19 Commission of the City of Carlsbad, California, as follows that:

- 20 1. The above recitations are true and correct.
- 21 2. The Commission has reviewed the report required by Section 33433 of the
22 California Health and Safety Code and hereby determines that the building
23 located at 2833 State Street, and owned by the Carlsbad Redevelopment
24 Agency, shall continue to benefit the redevelopment area through its
25 continued use for retail purposes and to grow business within the Village
26 Area through a lease with Rosa Hernandez, d.b.a. The Village Grille for an
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1 initial three year period according to the terms set forth in the attached
2 lease agreement, provided as Exhibit 3.

3 3. That the subject lease will assist in the elimination of blight within the
4 Village Redevelopment Area by providing occupancy of a key building
5 within the Village, which otherwise would remain vacant, and a use that
6 will add desired retail in the area, and is consistent with the Village
7 Redevelopment Plan and Five Year Implementation Plan.

8
9 4. That the consideration is appropriate for the condition of the building, the
10 short term nature of the lease, the lack of on-site parking, and other
11 general market conditions for the building space with the covenants and
12 conditions required by the Agency to allow for the use of the building
13 according to the lease.

14
15 5. The Commission hereby approves said lease agreement and authorizes
16 the Executive Director of the Carlsbad Redevelopment Agency to execute
17 the approved lease agreement between the Carlsbad Redevelopment
18 Agency and Rosa Hernandez for lease of the Agency-owned property
19 located at 2833 State Street, in substantially the form presented to the
20 Commission and subject to the approval of the City Attorney, who serves
21 as legal Counsel to the Carlsbad Redevelopment Agency.

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PASSED, APPROVED AND ADOPTED at a Special Meeting of the Housing and
Redevelopment Commission of the City of Carlsbad on the _____ day of _____,
2011, by the following vote, to wit:

AYES:
NOES:
ABSENT:

MATT HALL, CHAIRMAN

ATTEST:

LISA HILDABRAND, SECRETARY
(SEAL)

**SECTION 33433 REDEVELOPMENT REPORT
THE VILLAGE GRILLE
LEASE AGREEMENT**

September 20, 2011

Lease Summary

The Redevelopment Agency shall continue to lease the building premises at Agency-owned property located at 2833 State Street on a short term basis to Rosa Hernandez, d.b.a. the Village Grille, a restaurant, for rent of fifteen thousand, four hundred forty-nine dollars and sixteen cents (\$15,449.16) for the first year, with a 4% increase in each additional year for initially a three (3) year term (with a single two year extension permitted at the discretion of the Agency) for the purposes of continuing a restaurant within the Village Redevelopment Area. The annual rent for said premises shall increase to \$16,067.16 in year two of the lease, and \$16,709.88 in year three. A Business Development Plan for the Village indicates a need for, and focus on, enhanced retail and restaurant opportunities within the Village Area. Allowing the subject property to continue to be used on an interim basis as a restaurant will allow the Agency to continue to test the market for the most appropriate use for said property for the long term and to provide additional time to develop a vision for future redevelopment of said property. By allowing the existing restaurant to continue operations while a longer term redevelopment plan is developed for the property, the Agency will prevent a blighting influence by ensuring occupancy of the building at a key corner within the Village Area and continuing a successful business from an economic development standpoint. A copy of the proposed lease is attached for public review.

Fiscal Impacts

The cost of the lease agreement to the Agency and the estimated value of the lease are outlined below for information purposes.

Cost to the Agency: The original land acquisition occurred in 1977, when the City of Carlsbad was deeded the land. On July 7, 2009, the Agency acquired the subject parcel and related public parking lot property from the City for \$1,260,000 for redevelopment purposes. The subject lease is for the property's leasable space at 2833 State Street, which consists of approximately 775 square feet of usable building and an outdoor patio for dining. The space was occupied by the Village Grille restaurant at the time of purchase by the Agency. The restaurant is currently on a month-to-month lease, while a short term lease was negotiated to allow continuance of the restaurant within the subject space.

The property was purchased with Agency funds and a loan from the City (to be repaid by the Agency over time as additional tax increment revenues are available) with the intent of facilitating redevelopment of the site as well as other properties at the corner of Grand Avenue and State Street at a future date. As of this date, there have been no relocation or demolition costs to the Agency. It is estimated that maintenance costs for the exterior of the entire building are approximately \$2,000 per year. In anticipation of the new lease, approximately \$5,000 in work was performed by City of Carlsbad facilities maintenance staff. These costs were borne by the

City of Carlsbad. However, any future improvements to, or maintenance for, the building or other related operational costs will be borne by the tenant and/or the Redevelopment Agency.

Estimated Value of the Interest to be Leased at Highest and Best Use: Based on a recent rental rate survey (February 2011) for the Village Area, the average per square foot market rent for restaurant space in the Village is approximately \$2.85. The highest and best use for this space (approximately 775sf) at this time has been determined to be commercial restaurant, and the appropriate rent would be \$2.85 per square foot based on the noted study. This would equate to an annual rental rate of approximately \$26,505. However, because the lease is a less desirable short term lease, the economy remains weak, there is no on-site parking and the building is outdated and in only fair condition, the Agency has negotiated a lower per square foot rent of \$1.66 with the proposed tenant. This negotiated rent ensures continued operation of a restaurant, which prevents blight from a vacant building and is providing for an economic development and business revitalization opportunity in the Village Area until such time as a new redevelopment opportunity can be pursued on the subject property. The proposed lease rate is fifteen thousand, four hundred forty-nine dollars and sixteen cents (\$15,449.16) for the space, or \$1.66 per square foot/month as noted above.

Estimated Value of the Interest with the Conditions of the Lease: On a short term basis, the tenant intends to continue to lease the subject space for the purposes of ongoing operation of a restaurant. This is consistent with a Business Development Strategy approved for the Village Area a few years ago and currently being implemented by the Agency, and meets the goals and objectives of the Village Master. There will be rent of \$15,449.16 in year one, increasing to \$16,709.88 in year three of the lease, based on current market and building conditions. The Agency has determined that the recommended lease rate is appropriate and consistent with market conditions, and appropriate for the condition of the building at this time.

Impact on Blight Elimination

It is the Agency's opinion that the lease of the subject space within the subject property will assist in the elimination of blight within the Village Redevelopment Area by:

1. Eliminating the negative land use impacts of having a vacant, abandoned space/building in close proximity to the commuter rail station and in a critical redevelopment focus area by ensuring the continued existence of an appropriate and existing use within the building.
2. Testing the customer market for the most appropriate land use for the property to assist with implementation plans for ultimate redevelopment of the site at some future date.

3. Assist in the effort to continue to revitalize the retail and dining environment by maintaining an existing popular restaurant during a weak economy and until such time as a redevelopment plan can be developed and implemented for said property.

Summary

The subject lease provides the Redevelopment Agency with a continuing opportunity to allow an existing popular restaurant to continue operation until such time as the most appropriate use for said property for the long term can be determined, and to provide additional time to develop a vision for future redevelopment/revitalization of said property. By allowing the existing business to continue operation while a longer term redevelopment plan is developed, the Agency will prevent the blight created by a vacant building in a key location of an ongoing revitalization effort and allow for the continuance of a viable business during a weak economy. Continued use of the subject building for the existing restaurant is a good short-term investment in the future of the Village Area as efforts continue to stimulate the economy, and to revitalize and redevelop the Area. The Redevelopment Agency has negotiated an appropriate rent based on the condition of said building, the short term nature of the lease, the lack of private, on-site parking, and other general market conditions. The Agency is not subsidizing the rent for said building. The rent has been set at a reasonable market rate rent based on the conditions set forth above.

**CARLSBAD REDEVELOPMENT AGENCY
LEASE TO
ROSA H. HERNANDEZ
OF PROPERTY LOCATED AT
2833 STATE STREET
CARLSBAD, CA 92008**

LEASE AGREEMENT

THIS LEASE AGREEMENT, made and entered into this ____ day of _____ 2011, by and between the Carlsbad Redevelopment Agency, hereinafter called "AGENCY", and Rosa H. Hernandez "LESSEE", without reference to number or gender, for a portion of the property located at 2833 State Street, Carlsbad, California, 92008.

WITNESETH:

WHEREAS, the Carlsbad Redevelopment Agency is the owner of the real property located at 2833 State Street, Carlsbad, California, 92008; and

WHEREAS, LESSEE desires use of a portion of said property located at 2833 State Street, Carlsbad, California, 92008 ("Leased Premises") totaling approximately 775 square feet (as shown in exhibit A); and

WHEREAS, AGENCY and LESSEE desire to enter into a new lease for the premises for a three (3) year term, with two (2) one (1) year options to renew;

NOW, THEREFORE, it is understood and agreed by and between the parties hereto as follows, to wit:

AGENCY shall lease said Leased Premises to LESSEE for the term of this lease and upon the conditions as follows:

1. TERM: The term of the lease shall be for a period of three (3) years commencing on _____, and ending on _____. Lessee shall be entitled to conduct business prior to commencement date. Upon the expiration of this lease, LESSEE may request and the AGENCY may grant, at its sole discretion and option, to extend the term for two (2) additional one (1) year periods. LESSEE must request such extension in writing at least 120 days prior to the lease term expiration.

2. RENT:

(a) As and for the rent, LESSEE agrees to pay to AGENCY the sum of one thousand two hundred eighty-seven dollars and forty-three cents (\$1,287.43) per month for the first year. On or before _____, 2011, the first payment of \$1,287.43 per month will be paid and all subsequent payments shall be payable in advance on or before the first day of each and every month during the term of this Agreement.

(b) Rent shall be delivered to the Finance Department of the City of Carlsbad at 1635 Faraday Avenue, Carlsbad, California, 92008. The designated place of payment and filing may be changed at any time by AGENCY upon ten (10) days written

notice to LESSEE. LESSEE assumes all risk of loss if payments are made by mail.

(c) In the event LESSEE is delinquent in remitting the rent due in accordance with the rent provisions of this lease, then the rent not paid when due shall bear interest at the rate of Ten Per Cent (10%) per annum from the date due until paid. Provided, however, that the City Manager of the City of Carlsbad shall have the right to waive for good cause any interest payment upon written application of Lessee for any such delinquency period.

(d) LESSEE agrees to pay four percent (4 %) annual increases in monthly lease payments commencing on the anniversary date of this lease, and annually thereafter for the term of the lease period and any extensions granted by AGENCY.

Year 2:	\$1,338.93
Year 3:	\$1,392.49
Year 4:	\$1,448.19
Year 5:	\$1,506.12

(e) LESSEE agrees to pay a Security Deposit in the amount of one month's rent or one thousand two hundred eighty-seven dollars and forty-three cents (\$1,287.43) to be paid upon execution of this lease agreement. LESSEE shall submit the Security Deposit in the form of a bank or cashier's check simultaneously, and or in conjunction with the signed lease agreement. AGENCY shall not cash nor deposit Security Deposit until the lease agreement is signed by AGENCY, resulting in the full execution of this agreement. Security Deposit shall be held in an interest bearing account in which upon expiration of this lease, LESSEE shall retain all interest accrued over said lease term. AGENCY shall not be required to keep the Security Deposit separate from its general accounts. If LESSEE fails to pay Rent, or otherwise defaults under this lease, AGENCY may use, apply or retain all or any portion of said Security Deposit for the payment of any amount due AGENCY or to reimburse or compensate AGENCY for any liability, expense, loss or damage which AGENCY may suffer or incur by reason thereof. If AGENCY uses or applies all or any portion of said Security Deposit, LESSEE shall within ten (10) days after written request therefore deposit monies with AGENCY sufficient to restore said Security Deposit to the full amount required by this Lease. If the Base Rent increases during the term of this Lease, LESSEE shall, upon written request from AGENCY, deposit additional moneys with AGENCY so that the total amount of the Security Deposit shall at all time bear the same proportion to the increased Base Rent as initial Security Deposit bore to the initial "Base Rent"

3. USE:

(a) LESSEE agrees that the 775 square feet of Leased Premises designated as restaurant shall be used only and exclusively for the operation of a restaurant and for no other purposes whatsoever without the written consent of AGENCY.

(b) LESSEE shall be prohibited from the sale or consumption of alcohol on the leases premises.

4. EARLY TERMINATION: LESSEE or AGENCY shall have a right to terminate the lease by first giving one-hundred eighty (180) days written notice to the other party.

5. IMPROVEMENTS: LESSEE may, at its own expense, make additional interior alterations or changes in the Leased Premises or cause to be built, made or installed thereon any structures, machines, appliances, utilities, signs or other improvements necessary or desirable for the use of said premises and may alter and repair any such structures, machines or other improvements; provided, however, that no alterations and changes shall be made and no structures, machines, appliances, utilities, signs or other improvements shall be made, built or installed, and no major repairs thereto shall be made except upon obtaining prior written approvals from AGENCY and all necessary permits from the City of Carlsbad. Such installation will be solely at the expense of LESSEE and the work performed with proper City of Carlsbad permits. LESSEE will be permitted to paint the exterior of the premises in accordance with standards acceptable to AGENCY and with prior written approval of AGENCY. LESSEE shall be responsible for manufacturing and installation of signage in accordance with the signage regulations set forth by the City of Carlsbad.

6. OWNERSHIP; REMOVAL; SURRENDER/RESTORATION:

(a) Ownership. Subject to AGENCY's right to require removal or elect ownership as hereafter provided, all alterations and utility installations made by LESSEE shall be the property of the AGENCY. Unless otherwise instructed per Paragraph 6(b) hereof, all LESSEE owned alterations and utility installations shall, at the expiration or termination of this Lease, become the property of AGENCY and be surrendered by LESSEE with the premises.

(b) Removal. By delivery to LESSEE of written notice from AGENCY not later than sixty (60) days prior to the end of the term of this Lease, AGENCY may require that any or all LESSEE owned alterations or utility installations be removed upon the expiration or termination of this Lease. AGENCY may require the removal at any time of all or any part of any LESSEE owned alterations or utility installations made without AGENCY's consent.

(c) Surrender/Restoration. LESSEE shall surrender the premises by the expiration date or any earlier termination date, with all of the improvements, parts and surfaces thereof broom clean and free of debris, and in good operating order, condition and state of repair, ordinary wear and tear excepted. "Ordinary wear and tear" shall not

include any damage or deterioration that would have been prevented by good maintenance practice. LESSEE shall repair any damage occasioned by the installation, maintenance or removal of trade fixtures, LESSEE owned alterations and/or utility installations, furnishings, and equipment installed by or for LESSEE and by the removal, replacement, or remediation of any soil, material or groundwater contaminated with hazardous substance (as defined in Paragraph 23) by LESSEE. Trade fixtures shall remain the property of LESSEE and shall be removed by LESSEE. The failure by LESSEE to timely vacate the premises pursuant to this Paragraph 6 (c) without the express written consent of AGENCY shall constitute a holdover under the provisions of Paragraph 32 below.

7. PARKING: LESSEE will not be allocated designated parking spaces for LESSEE's sole use.

8. RIGHT TO ENTER PROPERTY: Upon execution of this lease agreement, LESSEE shall be granted access to the premises to initiate, construct and complete the Tenant/building improvements as outlined in the Improvements Paragraph 5 of this lease. All tenant improvements shall be complete prior to occupancy of the building.

9. REPRESENTATIONS & INDEMNITIES OF BROKER RELATIONSHIPS: LESSEE and AGENCY each represent and warrant to the other that it has had no dealings with any person, firm, broker or finder in connection with this Lease, and that no person, firm, broker or finder is entitled to any commission or finder's fee in connection herewith. LESSEE and AGENCY do each hereby agree to indemnify, protect, defend and hold the other harmless from and against liability for compensation or charges which may be claimed by any such unnamed broker, finder or other similar party by reason of any dealings or actions of the LESSEE and/or AGENCY, including any costs, expenses, or attorney's fees reasonably incurred with respect thereto. Any and all broker's commissions shall be paid by LESSEE.

10. WAIVER OF RELOCATION BENEFITS: LESSEE understands this lease agreement is entered into for a specified period of time. LESSEE therefore agrees to waive any and all relocation benefits defined in the California Relocation Assistance Law (Government Code, Section 7260, et. seq.).

11. LIENS: LESSEE agrees that it will at all times hold AGENCY free and harmless and indemnify it against all claims for labor or materials in connection with improvements, repairs, or alterations on the Leased Premises, including the costs of defending against such claims, and reasonable attorney's fees incurred therein. In the event that any lien or levy of any nature whatsoever is filed against the lease premises or the leasehold interests of the LESSEE there, the LESSEE shall, upon written request of AGENCY, deposit with AGENCY a bond conditioned for the payment in full of all claims upon which said lien or levy has been filed. Such bond shall be acknowledged by LESSEE as principal and by a corporation, licensed by the Insurance Commissioner of the State of California to transact the business of a fidelity and surety insurance company, as surety. AGENCY shall have the right to declare this lease in default in the event the

bond required by this paragraph has not been deposited with the AGENCY within ten (10) days after written request has been delivered to LESSEE.

12. LEASE ENCUMBRANCE: LESSEE understands and agrees that it cannot encumber the lease, leasehold estate and the improvements thereon by a deed of trust, mortgage or other security instrument. If any deed of trust, mortgage or other security instrument that encumbers the lease, leasehold estate and the improvements thereon is entered into by LESSEE, AGENCY shall have the right to declare this lease in default.

13. ASSIGNMENT-SUBLEASE: LESSEE shall not assign or transfer the whole or any part of this lease or any interest therein, nor sublease the whole or any part of the Leased Premises, nor contract for the management or operation of the whole or any part of the Leased Premises, nor permit the occupancy of any part thereof by any other person or business entity, nor permit transfer of the lease by merger, consolidation or dissolution, without obtaining prior written consent of AGENCY, in each instance.

14. DEFAULT: It is mutually understood and agreed that if any default be made in the payment of rental herein provided or in the performance of the covenants, conditions, or agreements herein (any covenant or agreement shall be construed and considered as a condition), or should LESSEE fail to fulfill in any manner the uses and purposes for which said premises are leased as above stated, and such default shall not be cured within or ten (10) days after written notice thereof if default is in the performance of the use obligation provisions pursuant to Paragraph 16 of this lease, or thirty (30) days after written notice thereof if default is in the payment of rent, or in the performance of any other covenant, condition and agreements (any covenant or agreement shall be construed and considered as a condition), AGENCY shall have the right to immediately terminate this lease; and that in the event of such termination, LESSEE shall have no further rights hereunder, the LESSEE shall thereupon forthwith remove all personal property from said premises and shall have no further right to claim thereto, and AGENCY shall immediately thereupon, without recourse to the courts, have the right to reenter and take possession of the Leased Premises. AGENCY shall further have all other rights and remedies as provided by law, including without limitation the right to recover damages from LESSEE in the amount necessary to compensate the AGENCY for all the detriment proximately caused by the LESSEE's failure to perform his obligations under the lease or which in the ordinary course of things would be likely to result there from. In the event of the termination of this lease pursuant to the provisions of this paragraph, AGENCY shall have any rights to which it would be entitled in the event of the expiration or earlier termination of this lease.

15. BANKRUPTCY: In the event LESSEE becomes insolvent, makes an assignment for the benefit of creditors, files a petition in bankruptcy or becomes the subject of a bankruptcy proceeding, reorganization, arrangement, insolvency, receivership, liquidation, or dissolution proceedings, or in the event of any judicial sale of LESSEE's interest under this lease, AGENCY shall have the right to declare this lease in default.

16. USE OBLIGATION: LESSEE shall actively and continuously use and operate the premises for the limited particular exclusive use as expressly provided for in the Use Paragraph 3 of this lease, except for failure to do so use caused by acts of God. Lessee, however, shall not and is expressly prohibited from using the premises for any other purpose or use whatsoever, whether it is purported to be in addition to or in lieu of the particular exclusive use expressed in said Use Paragraph 3.

17. MAINTENANCE AND REPAIR: As part of the consideration for the leasing thereof, LESSEE agrees to assume full responsibility for maintenance, repair and replacement of the interior of the building including but not limited to painting, plumbing, fixtures, windows and glass, HVAC systems, custodial, flooring, and appliances, throughout the term and without expense to the AGENCY in order to maintain and preserve the premises in a good, safe, healthy and sanitary condition satisfactory to AGENCY and in compliance with all applicable laws.

. LESSEE agrees to keep premises free and clear of rubbish and litter, or any other fire hazards. AGENCY shall be responsible for all exterior maintenance, including roof repairs and exterior paint. Notwithstanding, AGENCY shall not be required at any time to maintain or to make any improvements or repairs whatsoever on or for the benefit of the Leased Premises. For the purpose of keeping the premises in a good, safe, healthy and sanitary condition, AGENCY shall have the right but not the duty, to enter, view, inspect, determine the condition of and protect its interests in, the premises. If inspection discloses that the premises are not in the condition described, LESSEE must perform the necessary maintenance work within ten (10) days after written notice from AGENCY. Further, if at any time during the term of the lease for the premises AGENCY determines that the premises are not in the condition described; AGENCY may require LESSEE to file and pay for a faithful performance bond, to assure prompt correction without additional notice. The amount of this bond shall be adequate, in AGENCY's opinion, to correct the unsatisfactory condition. The rights reserved in this section shall not create any obligations or increase any obligations for AGENCY elsewhere in this Lease.

18. TAXES AND UTILITIES: This Lease may result in a taxable possessory interest. LESSEE shall be solely responsible for payment of property taxes associated with its occupancy of the Leased Premises, if any apply. LESSEE agrees to and shall pay before delinquency all its pro-rata share of the possessory taxes and assessments of any kind assessed or levied upon LESSEE or the Leased Premises by reason of this lease or of any structures, machines, or other improvements of any nature whatsoever erected, installed or maintained by LESSEE, or by reason of the business or other activities of LESSEE upon or in connection with the Leased Premises. LESSEE shall also pay any fees imposed by law for licenses or permits for any business or activities of LESSEE upon the Leased Premises or under this lease, and shall pay before delinquency any and all charges for utilities at or on the Leased Premises. If LESSEE fails to pay said possessory taxes, AGENCY may declare default in accordance with Paragraph 14. LESSEE shall be responsible for payment of all utilities, including its pro-rata share of water, gas and electricity. All utilities will be metered at the building site and billed to LESSEE separately.

19. CONFORMANCE WITH RULES AND REGULATIONS: LESSEE agrees that in all activities on or in connection with the Leased Premises and in all uses thereof, including the making of any alterations or changes and the installation of any machines or other improvements, it will abide by and conform to all ordinances, rules and regulations prescribed by the City of Carlsbad, including, but not limited to, sign regulations and requirements for outdoor areas as set forth within the Carlsbad Municipal Code, and any applicable laws of the State of California and Federal Government, as any of the same now exist or may hereafter be adopted or amended.

20. NON-DISCRIMINATION: LESSEE agrees not to discriminate against any person or class of persons by reason of sex, color, race, religion, or national origin. If the use provided for in this lease allows the Lessee to offer accommodations or services to the public, such accommodations or services shall be offered by the LESSEE to the public on fair and reasonable terms.

21. PARTIAL INVALIDITY: If any term, covenant, condition, or provision of this lease is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remainder of the provisions hereof shall remain in full force and effect and shall in no way be affected, impaired, or invalidated thereby.

22. HOLD HARMLESS: LESSEE shall defend, indemnify, and hold harmless AGENCY, its officers and employees from liability, damage, and expense of any kind, including reasonable attorney's fees, arising from all claims or causes of action of any kind including but not limited to injury to or death of any person or persons, including LESSEE, its employees, and invitees resulting directly or indirectly from granting and performance of this lease or arising from the use and operation of the Leased Premises or any defect in any part thereof.

23. HAZARDOUS SUBSTANCES: The term "Hazardous Substance" as used in this Lease shall mean any product, substance, or waste whose presence, use, manufacture, disposal, transportation, or release, either by itself or in combination with other materials expected to be on the premises, is either: (i) potentially injurious to the public health, safety or welfare, the environment or the premises, (ii) regulated or monitored by any government authority, or (iii) a basis for potential liability of AGENCY to any governmental agency or third party under any applicable statute or common law theory. LESSEE shall not cause or permit any Hazardous Substance to be spilled or released in, on, under, or about the premises (including through the plumbing or sanitary sewer system) and shall promptly, at LESSEE's expense, take all investigatory and/or remedial action reasonably recommended, whether or not formally ordered or required, for the cleanup of any contamination of, and for the maintenance, security and/or monitoring of the premises or neighboring properties, that was caused or materially contributed to by LESSEE, or pertaining to or involving any Hazardous Substance brought onto the premises during the term of this Lease, by or for LESSEE, or any third party.

24. **SUCCESSORS IN INTEREST:** Unless otherwise provided in this lease, the terms, covenants and conditions herein shall apply to and bind the heirs, successors, executors, administrators, and assigns of all the parties hereto, all of whom shall be jointly and severally liable hereunder.

25. **EASEMENTS:** LESSEE shall defend, indemnify, and hold harmless AGENCY, its officers and employees from liability, damage, and expense of any kind, including reasonable attorney's fees, arising from all claims or causes of action of any kind including but not limited to injury to or death of any person or persons, including LESSEE, its employees, and invitees resulting directly or indirectly from granting and performance of this lease or arising from the use and operation of the Leased Premises or any defect in any part thereof.

26. **INSURANCE:** LESSEE shall obtain and maintain for the duration of this lease agreement and any and all amendments, insurance against claims for injuries to persons or damage to property which may arise out of or in connection with use of the subject building and provision of services by Lessee. The insurance will be obtained from an insurance carrier admitted and authorized to do business in the State of California. The insurance carrier is required to have a current Best's Key Rating of not less than "A-VII". The policies for said insurance shall, as a minimum, provide the following forms of coverage:

- (a) **Commercial General Liability** – (covering premises and operations in the amount of not less than One Million Dollars (\$1,000,000) combined single limit per occurrence for bodily injury, personal injury and property damage. If the submitted policies contain aggregate limits, general aggregate limits will apply separately under this lease or the general aggregate will be twice the required per occurrence limits.
- (b) **Property Insurance** – LESSEE shall obtain and maintain insurance coverage on all of LESSEE's personal property, trade fixtures, alterations and utility installations. Such insurance shall be full replacement cost coverage with a deductible of not to exceed \$1,000.00 per occurrence. The proceeds from any such insurance shall be used by LESSEE for the replacement of personal property and trade fixtures as well as alterations and utility installations.

AGENCY will be responsible for providing coverage for the structure itself, exclusive of the items required to be covered by LESSEE's insurance policy.

- (c) **Business Interruption** – LESSEE shall obtain and maintain loss of income and extra expense insurance in amounts as will reimburse LESSEE for direct or indirect loss of earnings attributable to all perils commonly insured against by prudent lessees in the business of

LESSEE or attributable to prevention of access to the premises as a result of such perils.

- (d) **Evidence of Insurance** – Certificates and endorsements in a form acceptable to AGENCY evidencing the existence of the necessary insurance policies shall be kept on file with AGENCY during the entire term of this lease. All insurance policies shall be primary coverage, and will name AGENCY as an additional insured, protect AGENCY against any legal costs in defending claims and will not terminate without ten (10) days written notice to AGENCY.
- (e) AGENCY shall retain the right at any time to review the coverage, form, and amount of the insurance required hereby. If, in the opinion of the AGENCY, the insurance provisions in this lease do not provide adequate protection for AGENCY and/or for members of the public using the Leased Premises, AGENCY may require LESSEE to obtain insurance sufficient in coverage, form and amount to provide adequate protection. AGENCY's requirements shall be reasonable but shall be designed to assure protection from and against the kind and extent of risk, which exist at the time a change in insurance is required.
- (f) AGENCY shall notify LESSEE in writing of changes in the insurance requirements and, if LESSEE does not deposit certificates/endorsements evidencing acceptable insurance policies with AGENCY incorporating such changes within thirty (30) days of receipt of such notice, this lease shall be in default without further notice to LESSEE, and AGENCY shall be entitled to all legal remedies.
- (g) The procuring of such required policies of insurance shall not be construed to limit LESSEE's liability hereunder, nor to fulfill the indemnification provisions and requirements of this lease. Notwithstanding said policies of insurance, LESSEE shall be obligated for the full and total amount of any damage, injury, or loss caused by negligence or neglect connected with this lease or with the use or occupancy of the Leased Premises.
- (h) LESSEE agrees not to use the premises in any manner, even if use is for purposes stated herein, that will result in the cancellation of any insurance AGENCY may have on the premises, or on adjacent premises, or that will cause cancellation of any other insurance coverage for the premises, or adjoining premises. LESSEE further agrees not to keep on the premises or permit to be kept, used, or sold thereon, anything prohibited by any fire or other insurance policy covering the premises. LESSEE shall, at its sole cost and expense,

comply with any and all requirements, in regard to premises, of any insurance organization necessary for maintaining fire and other insurance coverage at reasonable cost.

27. **WARRANTIES-GUARANTEES-COVENANTS:** AGENCY makes no warranty, guarantee, covenant, including but not limited to covenants of title and quiet enjoyment, or declaration of any nature whatsoever concerning the condition of the Leased Premises, including the physical condition thereof, or any condition which may affect the Leased Premises, and it is agreed that AGENCY will not be responsible for any loss, damage or costs which may be incurred by LESSEE by reason of any such condition or conditions.

28. **DAMAGE TO OR DESTRUCTION OF PREMISES:** In the event of damage to or destruction by fire, the elements, acts of God, or any other cause, of the improvements located within the demised premises LESSEE shall, within ninety (90) days, commence and diligently pursue to completion the repair, replacement, or reconstruction of improvements necessary to permit full use and occupancy of the demised premises for the purposes required by this lease. Repair, replacement or reconstruction of improvements within the demised premises shall be accomplished in a manner and according to plans approved by AGENCY, LESSOR must also comply with all applicable regulations from Local, State, and Federal Governments; provided, however, LESSEE shall not be obligated to repair, reconstruct or replace the improvements following their destruction in whole or substantial part except to the extent the loss is covered by insurance required to be carried by LESSEE pursuant to Paragraph 26 of this Lease (or would be covered whether or not such required insurance is actually in effect). If LESSEE elects not to restore, repair or reconstruct as herein provided, then the Lease shall terminate.

29. **QUITCLAIM OF LESSEE'S INTEREST UPON TERMINATION:** Upon termination of this lease for any reason, including but not limited to termination because of default by LESSEE, LESSEE shall execute, acknowledge and deliver to AGENCY within thirty (30) days after receipt of written demand thereof a good and sufficient deed whereby all right, title and interest of LESSEE in the demised premises is quitclaimed to AGENCY. Should LESSEE fail or refuse to deliver the required deed to AGENCY, AGENCY may prepare and record a notice reciting the failure of LESSEE to execute, acknowledge and deliver such deed and said notice shall be conclusive evidence of the termination of this lease and of all right of LESSEE or those claiming under LESSEE in and to the demised premises.

30. **PEACEABLE SURRENDER:** Upon the expiration of this lease or sooner termination or cancellation thereof, as herein provided, LESSEE will peaceably surrender said premises to AGENCY in as good condition as said premises were at the date of this lease, ordinary wear and tear expected. If the LESSEE fails to surrender the premises at the expiration of this lease or the earlier termination or cancellation thereof, LESSEE shall defend and indemnify AGENCY from all liability and expense resulting from the

delay or failure to surrender, including, without limitation, any succeeding LESSEE's claims based on LESSEE's failure to surrender.

31. WAIVER: Any waiver by AGENCY of any breach by LESSEE of any one or more of the covenants, conditions, or agreements of this lease shall not be nor be construed to be a waiver of any subsequent or other breach of the same or any other covenant, condition or agreement of this lease, nor shall any failure on the part of AGENCY to require or exact full and complete compliance by LESSEE with any of the covenants, conditions, or agreements of this lease be construed as in any manner changing the terms hereof or to prevent AGENCY from enforcing the full provisions hereof. The subsequent acceptance of rent hereunder by AGENCY shall not be deemed to be waiver of any preceding breach by LESSEE of any term, covenant, or condition of this lease, other than the failure of LESSEE to pay the particular rental so accepted, regardless of AGENCY's knowledge of such preceding breach at the time of acceptance of such rent.

32. NO RIGHT TO HOLD OVER: LESSEE has no right to retain possession of the premises or any part thereof beyond the expiration or termination of this lease. In the event that LESSEE holds over, then the Base Rent shall be increased to one hundred fifty (150%) of the Base Rent applicable during the month immediately preceding the expiration or termination. Nothing contained herein shall be construed as consent by Lessor to any holding over by LESSEE.

33. ACCEPTANCE OF PREMISES:

AGENCY shall warrant the following upon occupancy:

- (a) Structural integrity of the building;
- (b) Roof of premises is free of any leaks;
- (c) Electrical is in good working order; and
- (d) Plumbing is in good working order.

LESSEE shall be entitled to have independent tests performed prior to execution of this lease to satisfy LESSEE that the premises are in the condition warranted. By signing this Lease, LESSEE represents and warrants that it has independently inspected the premises and made all tests, investigations and observations necessary to satisfy itself of the condition of the premises. LESSEE further acknowledges that premises are in the condition called for by this Lease, and that LESSEE does not hold AGENCY responsible for any defects in premises.

34. QUIET POSSESSION: LESSEE will at all times during the terms of this Lease occupy the premises quietly and not commit any act, waste or nuisance which disturbs the quiet enjoyment of the property for the AGENCY, public, any neighbor or other tenant of AGENCY.

35. ENTIRE UNDERSTANDING: This lease contains the entire and only understanding and agreement of the parties, and LESSEE, by accepting the same, acknowledges that

there is no other written or oral understanding or agreement between the parties with respect to the demised premises and that this lease supersedes all prior negotiations, discussions, obligations and rights, of the parties hereto. No waiver, modification, amendment or alteration of this lease shall be valid unless it is expressly in writing and signed by authorized persons of the parties hereto. Each of the parties to this lease acknowledges that no other party, nor any agent or attorney of any other party, has made any promise, representations, waiver or warranty whatsoever, expressed or implied, which is not expressly contained in writing in this lease, and each party further acknowledges that it has not executed this lease in reliance upon any collateral promise, representation, waiver or warranty, or in reliance upon any belief as to any fact not expressly recited in this lease.

36. TIME IS OF THE ESSENCE: Time is of the essence of each and all of the terms and provisions of this lease and this lease shall insure to the benefit of and be binding upon the parties hereto and any successors of LESSEE as fully and to the same extent as though specifically mentioned in each instance, and all covenants, stipulations and agreements in this lease shall extend to and bind any assigns and sublessee of LESSEE.

37. NOTICES: Notices given or to be given by AGENCY or LESSEE to the other may be personally serviced upon AGENCY or LESSEE or any person hereafter authorized by either in writing to receive such notice or may be served by certified letter addressed to the appropriate address hereinafter set forth or to such other address as AGENCY and LESSEE may hereafter designate by written notice. If served by certified mail, forty-eight (48) hours after deposit in the U.S. Mail, service will be considered completed and binding on the party served.

FOR LESSEE

Rosa Hernandez
3603 Terrace Place
Carlsbad, CA 92010

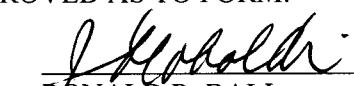
LESSEE:



ROSA HERNANDEZ
PRESIDENT/CEO

DATE: 10/12/11

APPROVED AS TO FORM:

BY: 

RONALD R. BALL
CITY ATTORNEY

DATE: 10-19-11

FOR AGENCY

Municipal Property Manager
City of Carlsbad
405 Oak Avenue
Carlsbad, CA 92008

AGENCY:

BY: _____
LISA HILDABRAND
EXECUTIVE DIRECTOR
CARLSBAD REDEVELOPMENT
AGENCY

DATE: _____

**RECORDING REQUESTED BY
AND WHEN RECORDED RETURN TO:**

Carlsbad City Clerks Office
1200 Carlsbad Village Drive
Carlsbad, CA 92008

MEMORANDUM OF LEASE

This Memorandum of Lease, hereinafter "Memorandum", dated _____ 2011, between the CARLSBAD REDEVELOPMENT AGENCY, AGENCY, and Rosa H. Hernandez, LESSEE, concerning the Leased Premises at 2833 State Street, Carlsbad, CA 92008.

For good and adequate consideration, AGENCY leases the Leased Premises to LESSEE, for the term and on the provisions contained in the Lease dated _____ 2011, the Memorandum of which is recorded by the San Diego County Recorder's Office, including without limitation provisions prohibiting assignment, subleasing, and encumbering said leasehold, as more specifically set forth in said Lease, which said lease is incorporated in this Abstract by this reference.

The term of this lease is three (3) years beginning August 1, 2011 and ending July 31, 2014 with 2 additional one (1) year periods granted at the sole discretion and option of the AGENCY. Rent is due and payable within seven (7) days of execution of Lease and is to be delivered to the Finance Department of the City of Carlsbad at 1635 Faraday Avenue, Carlsbad, California, 92008. The monthly rent schedule is as follows allowing for a four (4) percent increase per year commencing on the anniversary date of the Lease: Year 1: \$1,287.43, Year 2: \$1,338.93, Year 3: \$1,392.49, Year 4: \$1,448.19, and Year 5: \$1,506.12.

This Memorandum is not a complete summary of the Lease. Provisions in this Memorandum shall not be used in interpreting the Lease provisions. In the event of conflict between this Memorandum and other parts of the Lease, the other parts shall control. Execution hereof constitutes execution of the Lease itself.

IN WITNESS WHEREOF, each of the undersigned has executed this Memorandum as of the dates set forth in the respective notary acknowledgements attached hereto.

Executed at: _____

on: _____

By LESSEE:

By: Rosa Hernandez

Name Printed: Rosa Hernandez

Title: Owner, The Village Grille

Address: 2833 Terrace Place

Carlsbad, CA 92010

Telephone: (760) 729-2274

Facsimile: ()

Federal ID No. _____

Executed at: _____

on: _____

By AGENCY:

By: _____

Name Printed: Lisa Hildabrand

Title: Executive Director, Carlsbad Redevelopment Agency

Address: 1200 Carlsbad Village Drive

Carlsbad, CA 92008

Telephone: (760) 434-2821

Facsimile: (760) 720-9461

APPROVED:

BY:

Ronald R. Ball Asst. City Attorney
RONALD R. BALL, CITY ATTORNEY

DATE:

10-24-11

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

CIVIL CODE § 1189

State of California

County of San Diego

On 10-12-11
Date

before me,

Susan S. Sainz, Notary Public
Here Insert Name and Title of the Officer

personally appeared

Rosa H. Hernandez
Name(s) of Signer(s)



who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) ~~is/are~~ subscribed to the within instrument and acknowledged to me that ~~he/she/they~~ executed the same in ~~his/her/their~~ authorized capacity(ies), and that by ~~his/her/their~~ signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature: Susan S. Sainz
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of Attached Document

Title or Type of Document: Lease Agreement

Document Date: 10-12-11

Number of Pages: 14

Signer(s) Other Than Named Above: —

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____

☐ Corporate Officer — Title(s): _____

☐ Individual

☐ Partner — ☐ Limited ☐ General

☐ Attorney in Fact

☐ Trustee

☐ Guardian or Conservator

☐ Other: _____

Signer Is Representing: _____

RIGHT THUMBPRINT
OF SIGNER
Top of thumb here

Signer's Name: _____

☐ Corporate Officer — Title(s): _____

☐ Individual

☐ Partner — ☐ Limited ☐ General

☐ Attorney in Fact

☐ Trustee

☐ Guardian or Conservator

☐ Other: _____

Signer Is Representing: _____

RIGHT THUMBPRINT
OF SIGNER
Top of thumb here